

FC3817.4
B698

CARIBOO AND *Northwest* DIGEST

DECEMBER, 1950 VOLUME 6 1950
NUMBER 12

DESTINY'S RAILROAD

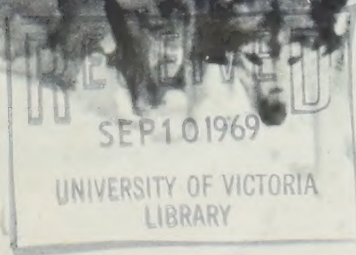
by Richard L. Neuberger

THE REFUGEES

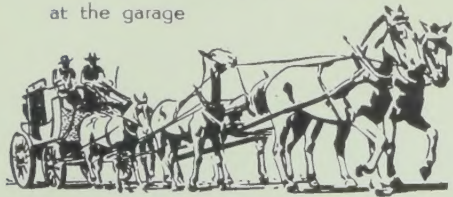
by Kerry Wood



"Mush Moore"- from Fairbanks, Alaska
to Lewiston, Maine - by dog team.....
(photo by Bilvic)



The Fort Hope Garage is located on the site of the original Hudson Bay Co. Trading Post - built in the early - 60s. The lock and key from the original building are on display at the garage



Original H.B.C. Trading Post



FORT HOPE GARAGE Ltd.



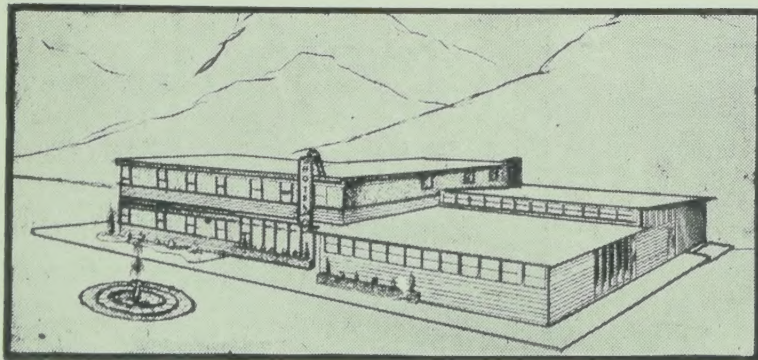
Complete Automotive Repairs and Wrecker Service

HUDSON - HILLMAN & SUNBEAM
Sales & Service

IMPERIAL OIL AGENTS

Telephone 2461 Imperial Oil 3458

Hope, British Columbia



Artist's drawing of new hotel replacing the one destroyed by fire in 1949

The Charles Hotel

"The Fraser Canyon Newest and Most Modern Hotel"

Established by Charles Harrington 1913

COG. HARRINGTON, President

offers every modern convenience to the traveller,
the overnight guest or the long term patron. Cafe,
Coffee Shop and a Genuine air of Hospitality.

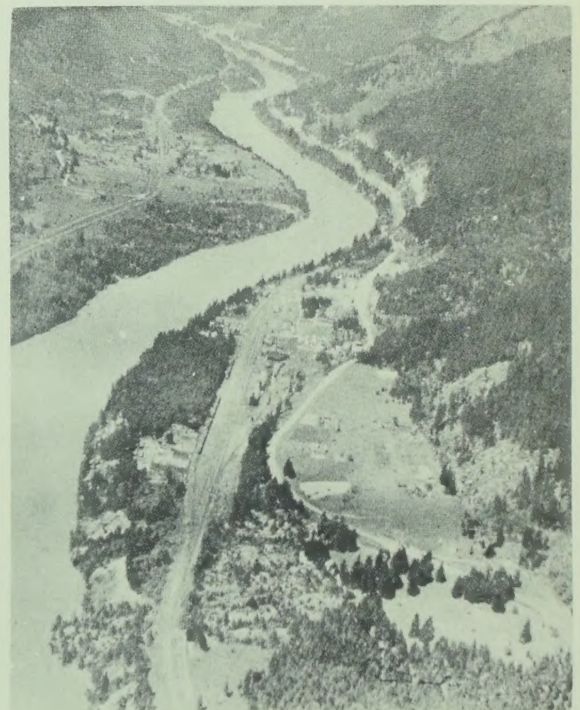
Fully Licensed Premises

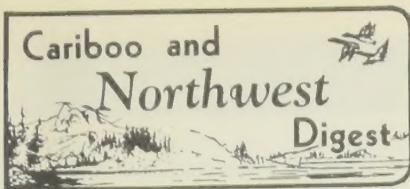
BOSTON BAR

BRITISH COLUMBIA

BOSTON BAR, B.C. - Aero Surveys Photo

In The Heart of The Fraser Canyon on The Original Route To The Cariboo Gold Fields





Published by **Cariboo Digest Ltd.** at
Quesnel, British Columbia
Official Organ of B. C. Registered Trappers Ass'n

Founder, Manager and Editor
A. Sahonovitch
Assistant Editor H. Sahonovitch
Contributing Editors J.A. Fraser, E. Collier

VOLUME 6 † NUMBER 12



Contents

Authors	3
Song of the Trumpeter Swan	4
The Odd One	6
Rabbits With Snowshoes	7
The Outcast	8
B.C. History (Part 13)	10
The Refugees	11
Atlin Placer Camp	12
Destiny's Railroad	14



SUBSCRIPTION RATES- \$2.50 per year
in Canada \$3.00 per year in U.S.
and Foreign Countries

Advertising Rates on Request

Authorized as Second Class Mail by the Post Office Department, Ottawa. No article or picture appearing in this publication may be reproduced without permission, in writing, from the author or from Cariboo Digest Ltd. We do not guarantee the return of any articles or other material submitted unless accompanied by return postage and self-addressed envelope. Articles of 2,000 words or less preferred

LETTERS TO THE EDITORS



FREE & INDEPENDENT.

Hey, what the hell, I haven't received an issue since August and here it is November. Could be my subscription has run out. One never can tell. The only place in the world where people are more free and independent (especially editors) than in the U.S.A. is in Canada. Down here they write me four or five letters when my subscription runs out, and up there they just stop. Well, O.K. You win! And please start my new subscription with the Sept. 1950 issue as I've just got to read the rest of "The Devil's Hollow" by C. G. Steffens.

I remember when I was in your office in 1947, but don't suppose you do. Anyway we got into a discussion of what caused the big chasm north of Clinton.

I lived in Alberta as a youth, and I want to keep in touch with Canada. We were all set to move to Quesnel in 1923 but it fell through and we wound up back in the states. In many ways I have been sorry not to be with you. But I at least can read your good magazine if I can remember to send the money.

John A. Knoll.
Clarkston, Wash. U.S.A.

JUSTICE.

You no doubt read of the case near Duncan, Vancouver Island, of an alleged accidental shooting. As reported a hunter saw a movement in the bush and blasted away with a high power rifle, killing the man whom he hadn't made any effort to see clearly. That sort of thing happens too frequently for the personal comfort and peace of mind of citizens who make a hunting trip their one outdoor vacation of the year.

But the monstrous thing, in this case, was the acquittal of the killer at the judicial inquiry, on the ground that it "was accidental."

Can a deliberate blasting to death of an unseen object which stirs movement in the bush, be really, justly, considered an accident?

I am opposed to capital punishment as I think it brutal and brutalizing. But I would as soon condemn such an irresponsible person to long imprisonment, as many who are condemned as murderers for taking a life deliberately in revenge for some wrong, real or fancied.

The victim of the so-called accident

is just as dead as if his killing had been deliberate. And it is so senseless.

Must the day come when ordinary citizens will be afraid to go out after game because of the fear of being shot by some idiot?

I suggest that you start a campaign in the Cariboo & Northwest Digest for the cancellation of the hunters license, gun carrying permit, and the right to hunt in the province, of any person who blasts away at moving brush without first ascertaining what is causing the movement. And that he be forbidden by law to ever carry a gun again.

Yours for sanity in the great sport of hunting.

A. M. Bezanson.

Vancouver, B. C.

THAT THIRD OUTLET...

In a recent issue of your respected magazine, you published the letter of "Progressive" which showed the business-men of Williams Lake as a body opposed to the completion of the third outlet to the Pacific via Bella Coola. Well, for years we have been told that the people of Williams Lake, led around like sheep by a few self-centred "business-men" who would sooner make a little extra profit at the present than see their province go ahead, (and may be endanger their chance of fleecing their neighbor), were opposing this third outlet. But for years we have refused to believe that (1) people could be so stupid (2) that "men" of "business" could be so short-sighted and self-centred as to grab for a small (or was it small?) immediate profit, and fail to work for bigger profits and achievements to be brought about by the development of the province.

If the attitude of these "men" of "business" is as drawn by "Progressive" they had better make a last fast drive to turn their victim's pocket's inside out because the third outlet will come just as sure as death and taxation and babies, and there'll be a lot of people who'll be able to say "I helped." We hope the people of Williams Lake will be able to say the same.

C. R. Kopas.

Bella Coola, B. C.

BOUQUESTS.

..... I saw a copy of this magazine when I was hunting and fishing at Tu-
concluded on page 32

ALBERTA NATURAL GAS FOR B.C.

By HARRY GILES



THE PEOPLE of the Peace River Block have always been a patient class or they would never have stayed and tolerated their conditions. They have been promised many things by politicians and railroads and are still waiting for the fulfilment of most of them.

A news item in the Edmonton Journal of March 1, 1946 under a Victoria date line reads, "Premier Hart told the legislature Thursday that the provincial government will spend more on road construction and repair work this year than in any previous year." He added, "the Peace River highway connecting the isolated north-western corner of the province by road to the coast area for the first time will be completed in December 1947."

The premier also said, "the report of the joint committee on the Pacific Great Eastern railway, which reviewed all surveys and data relating to extension of that line to the Peace River district, will be submitted to the House."

"The act passed in 1925 granting 16,075,000 acres of land on the main line of the railway to any firm undertaking its extension will be repealed and the resources and land retained for the people." Mr. Hart said.

By the time this gets into print it will be December 1950 and the last we heard of the road was that unless something unforeseen occurs it is hoped to complete it by the end of 1951. Well perhaps nothing unforeseen will occur but odds could readily be obtained here that there will.

Premier Patullo stated many years ago on the platform at Dawson Creek (I believe it was in the middle thirties) that the first major road construction would be from the Peace River district to the coast.

Sir Henry Thornton promised a rail outlet when the district had ten million bushels of grain to ship. Dawson Creek district shipped three and a half millions last year and there was well over double Sir Henry's figures shipped from the Peace River country. Liberal and Conservative leaders have repeatedly promised a rail outlet to the coast but our grain still goes to Vancouver via Edmonton.

Government regulations have hamp-

ered for years the search for oil and gas although geologists tell us that there are indications that this may be an exceptionally rich field.

An incident occurred at Dawson Creek on October thirty-first which has given new hope. At 5:30 p.m. on that day Hon. Harry Bowman, minister of agriculture (B.C.) turned a valve at the famous Mile "0" post on the Alaska Highway and Hon. C. E. Gerhart, Provincial Secretary and Minister of Municipal Affairs (Alta) lit a flare of natural gas indicating that this fuel was now available for the first time in British Columbia. BUT IT WAS ALBERTA GAS obtained from wells situated half a mile over the provincial border. This gas was brought in by private enterprise in record time. It was only last summer that the export permit was granted by Alberta. News from many parts of Canada were present; the C.B.C. and the local radio station (C.J.D.C.) broadcast the proceedings and newsreel photographers were present. The publicity given this event will not be so great or widespread perhaps as the building of the Alaska Highway but it will be enormous for a single event in a small town. This publicity will not be likely to raise the prestige of the British Columbia government. People outside will wonder if the boundary line goes deep enough to shut off supplies of oil or gas at the border. People in B.C. will wonder (if they consider the Peace River Block is worth wondering about) why residents of this province have to pay a royalty on gas piped only one half mile from their border.

But thanks to our friends in Alberta we have gas. Had the fields in British Columbia been developed there is no doubt gas would now be on its way over the Rockies, down through the interior headed for Vancouver. When will the people in the south west corner of the province get away from "the parish pump" and realize that the northern and central sections of B.C. can contribute much to the economy of the whole province?

Some of the speakers at the "G" Day ceremony made some rather pertinent remarks that are worth record-

ing. Mr. Geo. L. McMahon of the West-coast Transmission Company in opening the proceedings said he hoped this "may prove to be the beginning of a network of such lines to many of the prosperous communities of this great agricultural empire, stretching back towards Edmonton and far up the Alaska Highway, to which Dawson Creek will always be the main entry, hub and nerve centre." Later he said that this was (1) "The first community in B.C. to be served with natural gas: (2) The first community outside the borders of Alberta to be served with Alberta gas: (3) The most northerly point on this continent to enjoy the blessings and comfort of the most efficient and cheapest of all fuels: (4) The most northerly community in all the world furnished with that convenience, as far as is known: (5) The point at which the first step was taken toward a wide flung grid system that may in years to come provide an important supplementary support to preparations for defense of the Northwest and Coast areas, in event of trouble originating in the most explosive part of the world, which is nearest to this part of the American continent. IT

continued on page 36



First natural gas available to B.C. consumers is lighted by the Hon. C.E. Gerhart (Alta) at opening ceremony.

WITH THE AUTHORS

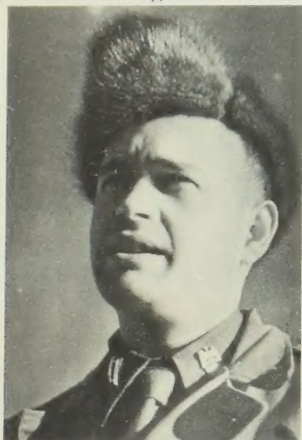
THE NEUBERGERS —

— A TOP-NOTCH TEAM.

Richard L. Neuberger is a Northwest journalist who is also interested in politics. He is not only interested in politics as an onlooker but is a member of the Oregon Legislature as senator from Multnomah County, where Portland is located.

Mr. Neuberger is 38 years old and a graduate of the University of Oregon, where he was editor of the school paper, The Emerald. He was elected editor by the student body while he was a sophomore; this position usually going to a junior or senior.

His first journalistic experience came as a sports writer on the Portland Oregonian. Maybe that is why he is still an ardent baseball fan. Mr. Neuberger has contributed articles to many national magazines such as the



Richard L. Neuberger

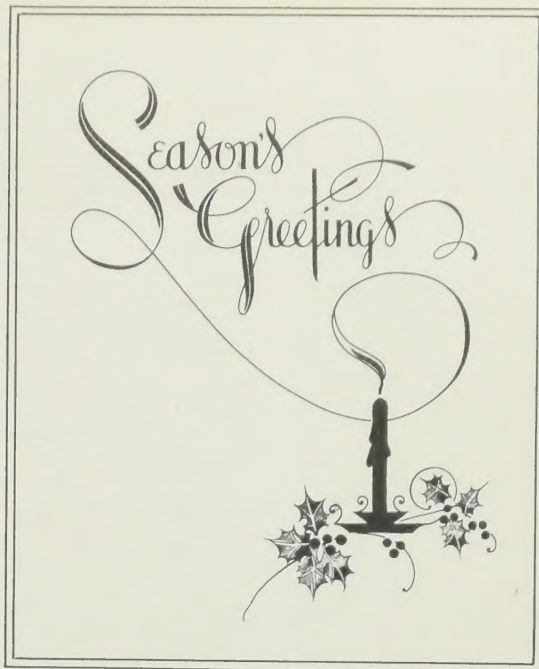
Saturday Evening Post, Colliers, Reader's Digest, Harpers and Life.

During World War II he put his writing aside and was in the army for 3 1/2 years, serving most of that time in Alaska. He was aide-de-camp to General James A. O'Connor, who was in command in the Yukon Territory during the building of the Alcan Highway. Dick has written numerous articles about the North Country and



Mrs. Neuberger — also a member

To All Our Readers



CARIBOO & NORTHWEST DIGEST

about the Alcan Highway. Mr. and Mrs. Neuberger have travelled in Alaska extensively, during the "daylight" months of the last three years.

Just before his honorable discharge from the army in 1945, Dick Neuberger was aide to Mr. Stettinius at the United Nations Conference in San Francisco.

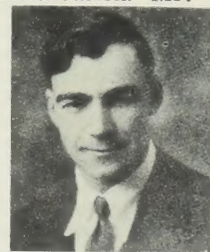
One interesting sidelight on the Neuberger family is that Mrs. Neuberger was just elected to the lower house of the Oregon State Legislature. The Council of State Government says that this will be the first time in history that a husband and wife have served simultaneously in a legislative assembly.

Mr. Neuberger is a great railroad fan and prefers trains to any other mode of travel. From his home on Portland Heights he can watch the daily arrival and departure of the streamliner City of Portland, a famous Union Pacific train. Mr. Neuberger has many friends among the public relations officials of the Canadian Pacific and Canadian National systems, and he says that these Canadian routes have the finest scenery on the continent.

FOUR BOOKS

Kerry Wood was born in New York City of Scottish parents in 1907, but has spent the intervening forty year interval in Canada. He became a freelance writer when 18 years old, and

has had more than 1200 articles and stories published in British and Canadian magazines. Much of his writings deal with natural history subjects, often written out of doors while the furred or feathered subject was under actual observation. Mr. Wood also



writes about farm and small town folk, his beloved friends and neighbors at Red Deer, Alberta.

His wife's name is Marjory, and they have two daughters called Rondo and Heather and an infant son who is already quite interested in the birds that come daily to their kitchen window feeding shelf.

Mr. Wood sometimes takes time off from fishing to speak over the CBC radio networks. He has had four books published: "Three Mile Bend," "Birds and Animals of the Rockies," "A Nature Guide for Farmers," and a privately circulated tome entitled "Robbing the Roost" which gives the Marquis of Roostburg rules governing this ancient and dishonorable sport.

The Song of the Trumpeter Swan

by CLIFFORD R. KOPAS

FOR DECADES the Trumpeter Swan, the largest of the North American migratory birds, has been facing the door into history and oblivion, and among the few men whom we have to thank for keeping that door firmly closed is a short, stocky, bearded trapper of the Canadian Coast Range, Ralph Edwards.

Ralph Edwards lives on the shores of Lonesome Lake, a well-named sheet of limpid waters in the first eastern wrinkle of the Canadian Coast Range, some two hundred miles from the nearest railroad, a hundred miles from the nearest port of steamship call, three hundred miles from the nearest city and twenty miles from the nearest post office. Yet Edwards does not think this place lonely, for he shares it with his wife and family... and in the winter with a hundred of those rare and beautiful birds, the Trumpeter Swans.

During the first world war Edwards was a telegrapher in the army, and seemingly had had enough of seething crowds and "civilization" for he deliberately returned to this wilderness spot which he already knew, built himself a home, married a young woman from the Bella Coola Valley and set up house-keeping.

Everything had to be packed in the hard way from the nearest port.... Bella Coola, which is now famous as the southern entrance to Tweedsmuir Park. When goods were landed at the dock, they were freighted partway up the valley in wagon or truck, transferred to pack-horses and carried thus to Atnarko, where goods were unpacked and stored until the last leg of the journey could be accomplished.

From Atnarko the way is partly by row-boat, partly by back-packing, and it is a lot of work getting supplies in that way. But by that route went all supplies.... food, except that which was grown on the place, clothes, except those that were made at home, and books.... volumes and sets and libraries of them.

That sort of life was for the hardy... and Edwards was hardy... still is.

When he goes out on his trapline he takes his rifle and a bit of salt, lives off the land, bivouacs under a tree. Tough? You said it!

Then in 1922, Edwards started the project of feeding the Trumpeter Swans. Being a book student as well as a man of the out-of-doors, he knew the Trumpeter Swan was facing almost certain extinction unless something were done about it. He didn't know what else could be done about it, in a big and sweeping way, but he did know that every winter some of the rare Swans wintered in his section, and that almost every winter there were casualties because the birds could not get sufficient food. They starved to death. In the scheme of things before the coming of whitemen with his guns and his avarice for certain of nature's wild things, the starving of a few swans in the winter time mattered little, because there were many swans; but now, with their life line worn thin, any little blow could sever it. So Edwards started feeding the swans "to do something about it."

At that time the Swans that wintered at Lonesome Lake numbered about forty. In fact, the year he started to feed the swans, their number dropped to thirty. Since then the numbers have climbed steadily until now the Lonesome Lake population of Trumpeter Swans is a little over a hundred. At the time Edwards started feeding the swans, he and his wife were raising a family of little ones themselves. Now the feeder of the swans is twenty-one-year-old Trudy Edwards who saw her first swan fed when she was a tongue-twisting three-year old. She does the work of actually distributing grain to the swans.

But she does not carry the grain in on her back, the way her father did. In fact no one does now.

Several years ago an emergency flight established the practicability of flying the feed into the Swans. When a letter from Edwards to J. A. Munro, B. C. Federal wild life expert, outlined the necessity for quick action to save the swans (there was but a half-



Ralph Edwards - keeper of the swans.

sack of barley left and a severe winter being encountered) the wild life expert got into immediate action. Instead of shipping the barley the long hard way of boat, truck, pack-horse, and man's back, the barley went by aircraft. An R. C. A. F. Dakota bomber, piloted by Flight Lieutenant J. Howarth took off from Vancouver and inside several hours was back again at its base, having fulfilled its mission of mercy.

In the time that it had been away it had flown over some of the most formidable of the Coast Range mountains towering eleven and twelve thousand feet to thrust their icy fangs into the heavens. They flew by the higher-than-thirteen-thousand foot peak of Mystery Mountain which has lured climbers from all over the world--some of them to their deaths.

Coming out over the high peaks, the plane found its "target" at the head of the lake, and thundering back and forth, it released its burden, a hundred pound sack of barley with attached parachute, each time it crossed the lake-head. Nine of the sacks landed successfully but the parachute of the tenth failed to open and the sack burst open in a fine explosion of barley and snow.

During all this noisy mimicry of savage war the swans sat quietly on the snow-covered ice, waiting for the flying thunder-bird with its mountain-shaking echoes to disappear.

Hardly had the plane disappeared over the nearby horizon than the Edwards went to work. The whole bags of grain were stored away for safe-keeping and the contents of the burst bag were scraped up, snow and all, to be saved for the birds.

This burst bag involved a great deal of extra work for Trudy. The grain fed the birds is very carefully



An estimated 900 of these graceful birds still exist.

weighed, and, as snow-mixed or water-soaked measurements are not allowed in the Edwards' scheme of things, Trudy very carefully warmed the grain in the kitchen oven until the snow and water had disappeared and the grain was as dry as in the unbroken sacks.

The Swans trust Trudy above all other creatures. Every day during the winter she carries a burden of over thirty pounds of barley (whole grain) across the lagoon at the head of the lake, and regularly at 10:30 every morning the grain is dumped out.

The swans come to meet Trudy if she is a bit late, and as they walk to meet her they carry on conversations in low, confidential tones like a group of industrious hens.

But they are also very particular how they are met, for if Trudy has on a different-than-usual sweater or coat there is some concern shown. The flapping of a sack to shake out the last of the grain is nothing to be alarmed about, but if the sack is turned inside out, there is an immediate alarm session in swan-language.

The Edwards make it a rule that only Trudy does the actual feeding, for they do not want the big birds to attain a familiarity with man that would spell

their ruin.

Probably the best chance in the world to study these big, rare and beautiful birds is afforded the Edwards. (It is estimated that there are only about 900 of the birds in existence.) Every fall they come there for wintering, take grateful advantage of the protection and hospitality of their human friends at Lonesome Lake, and then in the very early spring fly away to some as-yet-undiscovered nesting place in the trackless north where no man studies them.

Talking swan with the Edwards is like talking babies to a new mother, for they put real study and enthusiasm into their work. From them we learn that the Trumpeter Swan can fly faster than an eagle. But the canny eagle, the fighter of the skies, will lie in wait in some eyrie, and dash out in murderous attack as the swans fly by, striking the big birds with battering-ram like wings and frequently breaking the swans backs with the impact.

The Trumpeter Swan is about five inches longer on the average than his more common cousin, the Whistler Swan, and weighs about thirty pounds. They mate for life, and if a mate is lost, there is no re-mating.

Since the first successful experi-

ment in flying grain into Lonesome Lake the government has adopted that method of supply. However, instead of the dramatic parachute method of delivery, a workaday scheme of delivering the grain to Bella Coola by steamer is followed. From Bella Coola dock to Lonesome Lake the grain is ferried in by sea-plane in the summer time.

Only in case of an unexpected increase in the number of swan-guests would it now be necessary to either fly or pack grain into Lonesome Lake in the winter-time.



"The shower was simply divine, mother — and just look at all the kitchenware I received!"

The Odd One

by LYSTER MULVANEY



Sandy McNab

IT WAS early in May, - the dull season at Tacla Landing, near the head of the water-way from Fort St. James to the Driftwood Valley.

Rotten ice made it impossible for ski equipped planes to land. Roads and trails were impassable and canoe travel impossible.

In consequence all guest cabins of the Hudson's Bay Company were filled, the hospitality of the Post taxed to the utmost by a gathering of placer miners from Manson Creek, Vital, Germansen, Slate and other gold diggings of the Omineca.

A party of surveyors on location of a proposed route for the Alaska Highway were forced to pitch camp on the shore of Stuart Lake. No hardship to them, however, as it was a customary and almost nightly performance in their usual routine of work. Even Billy Steele, after fifty years as Mining Recorder at Manson Creek, had driven his old dog team to the "Bay" having as his passenger an old octagenarian named Tennessee Jim, the last known surviving Forty-niner who had prospected his way from California, through Nevada, Idaho, drifted in to Montana back to Oregon and Washington and thence to British Columbia, taking out fortunes in almost every place, especially in the Cariboo and Omineca and was now on his way to the Old Man's Home at Kamloops.

In the big smoking room of the H. B. Company a lone constable of the Mounted Police was clicking his spurs in idleness as he chafingly awaited the break-up, and the arrival of a pontoon-equipped plane.

Being young and particularly neat, he did not conform to the standards of Billy Steele, Sour Dough MacKay, Bull McCormick and several other hard-boiled old boulder-rollers.

Tiring of a solo game, they drew close to the big fire-place where the young Mountie was quietly smoking. Bull McCormick instantly opened up

"You know, fellers, these here mounties ain't what they useter be, an' the funniest thing I ever run acrost is that the best ones I ever seen had a prospector, trapper or some other kind of a guide drivin' their dog-teams and makin' camp for 'em. I've seen 'em upset outen canoes, drowned, starved and even froze to death, just the same as wusten a while happens to some old prospector or trapper who in them times hadn't no good Government to grub-stake him!"

"Sure," chimed in Sour Dough MacKay, "They're only human after all an' the funniest thing I ever ran acrost is that the best one I ever knew was the dirtiest. When they wuz the North West Mounted Police they wuz a pretty fair gango' men, but it looks like they kinda abdicated backward when they changed to that Royal Canadian stuff, if you know what I'm gettin' at. Mebbie you mind Sandy McNab, Bill? He wuz the real thing. Tell the boys about the time he made the hurry up trip from Fort Babine to Bear Lake."

The Mining Recorder quietly lifted a live coal to his pipe with fingers calloused by an intimate acquaintance with pick, shovel and gold-pan as he settled more comfortably in the big moose-horn chair, preparatory to telling one of the long yarns for which he was famous.

"Well," he replied, "I could tell you lots of good stories about Sergeant McNab, and one thing I am sure of is that there was never a cache robbed nor any Indian trouble as long as he was patrolling the Babine District. The Mounted Police had evidently forgotten his existence, although he got

his pay cheques fairly regularly. He had grown careless from lack of discipline and didn't look much like one of the Mounties of the magazine covers, in fact, few of them do when they are on a tough trip. However, I'll just tell you of his experience with Inspector McDonnell as I got it at Babine Post some thirty years ago." Bull McCormick winked at Kentucky Bill as he passed him his tobacco pouch and the Mining Recorder proceeded.

"Farrier Sergeant McNab, who had been on lone patrol at Fort Babine for nearly two years, rolled unwillingly from his blankets as his ear caught the tintinabulation of the bell of an approaching pack-train. With a spatulate thumb-nail resembling the shell of a baby mud turtle he liquidated a particularly troublesome "wee cootie."

Pulling on his ragged "breeks" he cursed the neglect of the Quartermaster's Department for failing to send him a fatigue uniform.

As the pack-train bell-boy approached and handed him the mail pouch his spirits rose in anticipation of receiving his pay cheque, but the cheque was accompanied by an order which sent him into immediate action. The despatch was dated from Hazelton on July 2nd and worded as follows:—"Corporal Bowen with patrol of six men is on the trail from Edmonton to Dawson City and should be working between the Omineca River and Bear Lake. Will be out of supplies by July 15th. Attached find order for one thousand pounds of provisions from the Hudson's Bay Post at Babine. Procure pack horses and proceed to Bear Lake with all despatch. Find Corporal Bowen and deliver following orders to him:

"To proceed down the Sustut River connecting with the Skeena at the old Yukon Telegraph trail, cutting out all obstructions and bridging all unfordable creeks. Sergeant McNab to join Corporal Bowen's party and also to report to me at the Indian Village of Kispiox where I will meet him on September the first."

(Signed) Inspector McDonnell.

Sergeant McNab scratched his grizzled head as he headed for the trading post. "Poot this order up in one hundred pound side-packs," he instructed the Factor's clerk. "I'm loadin' oot in about two hoors. This is the Fifth of July an' Bowen's Patrol will be oot o' grub! It'll take eight or nine drives to connect wi' hum, e'en I catch hum at Bear Lake, so move yersel' abut."

With light loads and good horses he made the trip to the Tacla Ferry in three days. Hiring two Indians, Daniel Tee Gee and Duncan Tom to canoe his load to the Bulkley House at the head of Tacla Lake, he drove his

continued on page 9

RABBITS

WITH

SNOWSHOES

by CARIBOO KING

THE SNOWSHOE rabbit of North America, sometimes called the varyinghare, is provided with a coat of grey during spring, summer and autumn. When winter comes, its coat changes to white. This is nature's wonderful protection for this species of rabbit life. The change takes place in the late fall of the year.

The snowshoe rabbit is also provided with "snowshoes." When the snow is deep in the low-lying swamps where they live, the rabbits grow thick fur on their hind and front feet. This enables them to travel over deep snow with ease. The hindfoot of this species of rabbit, up to the first joint (not the entire leg), is five and one half to six inches in length on the pad or "snowshoe." The front feet do not have the same "Snowshoe" effect to the same extent. They are well padded, however. Nature has equipped this little animal with the very best for winter use.

The ears of this animal are only three and one-half to four inches in length, smaller than the snowshoe area of the hind legs - but the ears readily pick up the least sound of an intruder. Lynx, coyote, fox, and weasel often prey upon it, but nature has equipped the snowshoe rabbit with every detail for protection. Thus it lives in comparative safety.

Snowshoe rabbits multiply so fast that in time there are hordes of them in every swamp and along every forest trail. Then nature steps in and takes her toll. Disease rages among this species. They die by the thousand until their carcasses are strewn along the main rabbit trails of the north.

If they are not killed off in these periodic cycles, they would so increase in numbers that there would

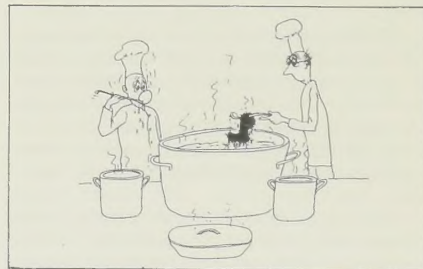
not be one vestige of living green remaining in our forests. All shrubs, lowbushes, poplar, and green sprouts and leaves of all kinds would be eaten or destroyed. The food supply would be exhausted; so would our forest wealth. Thus Mother Nature solves her problem with "cycles of death." The few remaining rabbits become shy and elusive until the hordes come back once more in full force to "run their course" in the rabbit world until the cycle repeats again. Yet, nobody seems to know the nature of the disease that destroys them by the thousand.

In my trips afield I have discovered that snowshoe rabbits favor a poplar-bark diet. If poplar trees are cut down in their territory, invariably the bunnies will soon be feeding on the bark of the trees. I have seen young poplars stripped of their bark in this manner.

Snowshoe rabbits can run faster than most dogs. They travel through the swamps in long, springing jumps, covering distances of ten feet in one jump. They seem to have no fear of man who is their deadliest enemy. But one must have a trained eye to discover one as it crouches beneath a saskatoon berrybush, for all the

worldlike a clump of snow, protected by a background of glistening white.

The snowshoe rabbit is also a nocturnal animal, which gives it added protection, as it feeds mostly at night.



The Snowshoe Rabbit

-photo by the Author

The Outcast

by F.W. LINDSAY



IT WAS Christmas Eve. The cash registers tinkled merrily, rich man gave to rich and the poor comforted their own. The town of Moosehorn throbbed with good cheer. There was a hint of snow in the air and the garish neon signs were reflected redly against the scud of low flying, deep-bellied clouds. The old and original tavern outdid all the other establishments in exuding good cheer. Within its murky depths a huge streamer stretching from wall to wall proclaimed, "Peace On Earth. Goodwill Toward Men." Here the cash register played a seemingly endless symphony of dimes and dollars, dollars and dimes. Here too, men and women oozed friendliness and good fellowship, for it was the custom of Maxie the proprietor to give away a certain amount of beer on Christmas Eve.

There was warmth in the tavern. There was smoke and the heady smell of perfume mixed with perspiration and beer. The babble of voices blended into a solid wall of noise. No one paid attention to anyone else. One voice more strident than the rest rang out.

"Bring a round here Louie, ten Louie, aw heck its Chrissmus, make it twenty. Hiya Gert, come on over, bring the old man over too."

No one noticed the raggedy figure with the bony wrists protruding beyond frayed coat sleeves. He had been eased in with the crowd of boisterous cheer seekers. There was a look of vagueness about him, a haunted lonesome look. Straw colored hair escaped from his greasy, battered hat and framed his pale face. With apparent admiration he spelled out "Peace On Earth. . . . Goodwill Toward Men."

"I can spell good," he said to no one in particular, "I can spell real good."

"Sure you can kid," a well dressed man, staggering slightly eyed the boy owlshly. "I bet you're the champeen speller in this neck of the woods, I bet you can spell better than anyone in this whole beer parlor." His arms took in the whole room, he tottered and sank into a chair. "Siddown kid'n have a beer. Hey Lou bring m'young friend a beer."

The boy looked at the man, amazed in his eyes.

"you mean I should sit with you? Nobody wants Ollie aroun', you mean me?"

"The boy's under age," Lou said. He wore his white coat with great dignity and his shrewd reptilian eyes bored into the boy. "Since when have we broken the law?" His head swivelled to a notice upon the wall. "We don't serve anyone under the age of 21, how old are you kid?"

"I'm Ollie," the boy answered, "everyone knows Ollie."

"Yes but how old are you?"

"I don't know," the boy shook his head, "I'm Ollie."

"See he don't know how old he is," the customer said. "He might be fifty for all he knows and besides its Christmas."

"Oh," Lou shrugged his shoulders, a smile played across his mouth. "Well seeing its Christmas and the time of good cheer I guess he can have a beer if you want to pay for it."

This is good, the boy thought. These people are Ollie's friends. "I'm Ollie," he said over and over again. "Mostly nobody wants Ollie aroun'."

"Sure they do," the semi-drunk said brightly, "this is Christmas and everybody loves everybody at Christ-

mas. I love everybody, you and me, everybody."

The babble of noise stopped as though cut by a knife. Maxie the tavern propietor waddled into the room. A fat pig-eyed man, Maxie, who had earned the respect of Moosehorn because it was said, "Maxie has a fast eye for a buck." His entrance called for shouts of acknowledgement from the patrons.

"Hiya Maxie, Merry Christmas Maxie."

Maxie's agate hard blue eyes disappeared momentarily behind their shields of fat. His triple chins wobbled with the joy of well being and for a split second his teeth glimmered in what was supposedly a smile.

"Mewwy Christmas ever'body. This is on the house. Ever'body drink on the house. Mewwy Christmas."

"Good old Maxie, look at him simply rolling indough but he isn't proud. Maxie isn't afraid to drink, with the ordinary people."

"Well he got his money from the ordinary."

"Aw shut up see! Maxie's alright. This is on the house isn't it. Must be a hundred people here, costin' Maxie plenty treating everybody. You shut up see!"

With the majesty of a rudderless tugboat Maxie cruised through the waters of his dissolute domain. Then he spotted Ollie staring at him with admiration. He closed upon Ollie and his new-found friend his face purpling with annoyance. "This boy is too young to drink here!" He searched for someone to vent his wrath on. "If the police walked in here right now they'd close me down. Everybody would have to leave," horror was in his voice, "Everybody!"

"I'm Ollie," the boy said happily, "mostly nobody wants Ollie aroun' but tonight is Christmas."

Lou, the waiter scuttled up and whispered in Maxie's ear. . . . "Doesn't know his age, lost his marbles, nuts."

"Well that's different," Maxie said. He eased his obese bulk into a chair beside Ollie. "Bring a round here," he waved imperiously and simpered at Ollie. "So you don't know how old you are eh?" He patted the thin shoulders patronizingly. "Well Maxie's your friend, you sit here as long as you like."

"I sell things," the boy said, "paper flowers and sometimes lettuce and cabbage but mostly people don't want Ollie aroun'."

"Everybody loves everybody," the drunk said. His mouth dropped open and a snore exploded from him.

"You need luck to sell things," Maxie said.

"Luck?" Ollie said. "What is luck?" Maxie expanded visibly. People with- in earshot were straining to glean a few words of wisdom from the great man. "Luck is vewwy hard to get," he said nodding sagely. "Luck you either have it or you don't have it. You have to work to get luck." He eyed the boy solemnly and winked at someone at the next table. "Now if you was to climb Baldy mountain and bring back mebbe a piece of wood or or something from right on top Baldy you'd get yourself a big piece of luck. Wouldn't that give the kid luck?" He appealed to the patrons who were standing, lurching and tottering nearby. "Well, wouldn't it?"

"Sure it would. You bet it would. That's the way to get luck Maxie. You tell him Maxie, you've had plenty of luck. You're loaded with luck."

"I have worked vewwy hard," Maxie said. "For days and weeks I never took in only ten mebbe fifteen dollars a day. His voice rose aggrievedly, "you people think that the money just rolled in. No, for days and weeks only ten mebbe twenty dollars a day." Moisture dimmed his eyes as he thought of that far off time of near destitution. Then he turned to Ollie. "Now this luck you must have comes from mebbe having an Indian ring like this here," he extended a stubby finger on which was a beaten silver ring "This I got from a Gypsy dame in 'Frisco, always since then I've had good luck."

Ollie's eyes sparkled and a great hope was building within him. "You think I could get good luck and sell things by climbin' old Baldy?"

"Sure you could kid." Maxie nodded pontifically, "On top of Baldy you'll find a vewwy pretty piece of wood. Now you fetch that piece of wood to me and I'll make a bet you have good luck right away." He leered at the men crowding

around, "ain't that right?"

"It's a dirty trick. . . ."

"Aw shut up, what you want to spoil Maxie's fun for. Sure that's right Maxie, the kid'll get luck on top of Baldy, he sure will."

In the chaotic mind of the boy the burning embers of hope sprang into life. "I can climb old Baldy," he chattered excitedly, "I can get that piece of lucky wood. 'Tain't far is it?"

"Far?" A roar of laughter shook the tavern walls and exploded into the busy street. "Far? The kid wants to know is it far up Baldy. Heck no kid, you can see the top of Baldy on a clear night can't you?"

"I'm going," Ollie said. "Right

now I'm going to climb up old Baldy and get that piece of lucky wood." He stood erect and started for the door.

The crowd was nearly hysterical. This was funny, this was Maxie at his best. They patted the thin shoulders of the boy as he passed them. At the door he turned, a smile of great hope- fulness transforming his face. . . .

Laughter followed him into a snow strewn, windswept street. Hideous, cackling laughter that bespoke of lost souls and purgatory and the fate of an immortal world.



"Toys, toys, toys, that's all Santa ever brings me for christmas! - why can't he ever bring me a sock full of money like granny's got!"

THE ODD ONE - cont. from page 3

string of pack horses over the trail, making short drives, but no camps until he overtook his canoe men at the head of the lake. Loading up at once he drove to the creek at the Cache De Bon Jour which some dumb surveyor had interpreted from the Cayuse French of Daniel Tee Gee as "Kast-berg" Creek and so mapped it.

Beating his estimated time by two days to the trails' end at Bear Lake Portage, Daniel speedily located a canoe cache and they paddled the supplies to old Fort Connelly even at that time long abandoned by the H. B. Company. The Sergeant and Daniel took heavy packs, and under the guidance of Daniel who could read trail signs as if it was the label on a bottle, took the trail up the river in search of the patrol. Night-fall found them at Bowen's encampment on the Sustut River. The patrol had been living on fish straight for a week, but were still cutting trail.

As McNab turned his orders over to Corporal Bowen, he said, "Ye've been runnin' thus oot-fut. Carry on if ye don't mind, I'll send my horses back to Babine wi' Duncan Tom. I'd sooner look after yer horses as they need shoein' dom bad!"

It was a ragged detachment of Moun- ties which finally reached Kispiox where they were met by the immaculate Inspector, who eyed them with disdain as he sized them up ruefully.

"Which one of you is in charge?" he demanded. Corporal Bowen snapped to attention.

"I have been since we left Edmonton four months ago, Sir, but of course, Sergeant McNab ranks me."

"I know one way he does for sure," replied the Inspector with a note of disgust in his voice. "Which one of you derelicts IS Sergeant McNab?"

Sandy saluted clumsily as he answered, "I guess mebbe thot's me."

"Well, I don't understand," frothed

concluded on page 33

British Columbia - 1851 - 1914

The following is the 13th of a series of excerpts

from the historical volume entitled "British Columbia"

by **F.W. HOWAY** and **E.O.S. SCHOLEFIELD**

published in 1914 by the S.J. CLARKE Publishing Co. and now out of print

IN THIS ISSUE - FINANCE and EARLY VANCOUVER ISLAND EVENTS

But when, in April, 1858, the Commodore landed the vanguard of the Fraser River rush at Victoria a wondrous change occurred. The little town could not accommodate the vast horde that now poured into it, pell-mell. Hundreds of tents lined the harbour side, covered the vacant lots, and glistened between the trunks and foliage of the scattered oaks. With a start Victoria awoke from her lethargy. Soon wooden buildings for stores, hotels, and all sorts of habitations arose as if by magic. The sound of the hammer and the saw was heard at all hours and in every direction. The value of the land increased enormously; lots in Victoria and the vicinity that had a few months before gone begging at the upset price of one pound per acre, sold readily for one hundred pounds an acre, and soon for far more. On the shore of the harbour wharves were erected; and sailing ships and steam vessels, of every flag and age, and style, crowded against their sides, laden with every description of articles which a migratory population could possibly, or even could not possibly, want.

Victoria threw off her quiet, easy going air of the fur trading days. She sprang at one bound into a full-grown bustling commercial town with a full realization of her opportunities and her destiny. As was to be expected, speculation became rampant. With the glowing accounts from Fraser River during May and June and the constantly increasing immigration, lots rose to fabulous prices—fabulous, at any rate to the original inhabitants. Land bought from the company at from ten to fifteen pounds was resold within a month at sums varying from three hundred to six hundred pounds. One case is recorded of a half-lot, bought for five pounds, being sold within a few weeks for six hundred pounds. Parcels of ground centrally situated measuring from twenty to thirty feet in breadth, by sixty feet in length, rented at from fifty to one hundred pounds per month.

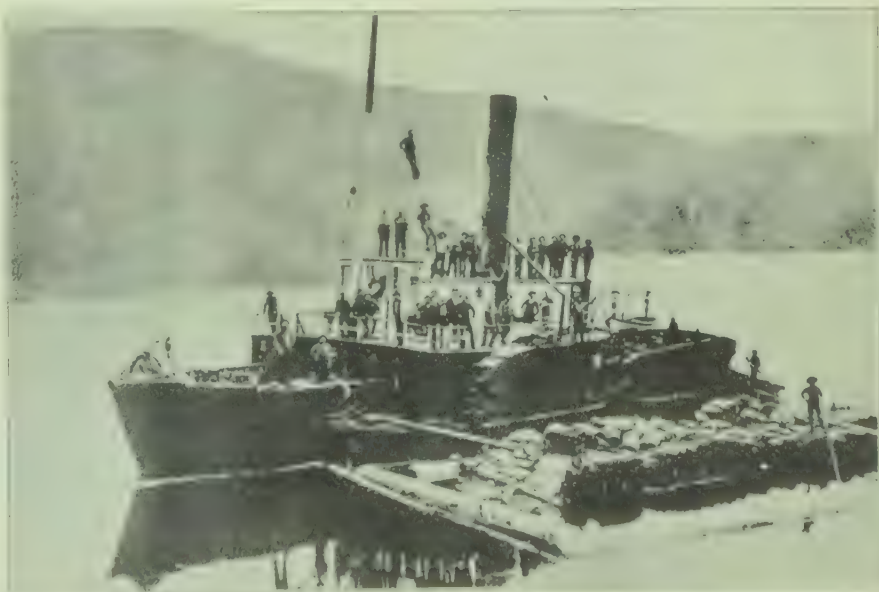
Sawn timber for building purposes brought as high as twenty pounds per thousand feet.

But as land rose quickly in value, so also it fell. The continued submergence of the bars owing to the freshet of the Fraser, the refusal of that obstinate stream to subside at the behest of the impatient gold-seekers, and the cry of "humbug," dispirited the newcomers. The miners were condemned; a process of depopulation commenced; property fell, and continued to fall or at any rate to remain stagnant, until the discovery of Keithley and Antler creeks in 1860 and 1861.

Confidence was quickly restored, and the spirit of improvement returned. Sidewalks were built, and streets, in which the pedestrian used to sink knee-deep in mire, were macadamized. Between 1861 and 1862 about fifty-six brick buildings were erected, including substantial ware-

houses well stocked with goods for the trade of Cariboo. Blocks of business structures along Wharf, Store, and Government streets gave an air of solidity to the place. Several spacious hotels, elegantly furnished and supplied with every comfort and luxury compatible with the time, were built. A hospital, a theatre, and a reading-room soon appeared. The Victoria Gas Company was formed in November, 1860, and the water-works company in 1864. The former had the exclusive rights of supplying gas in the town for five years at a price not to exceed thirty shillings per thousand cubic feet. The latter introduced excellent spring water in service pipes. Prior thereto the supply of good water had been quite precarious; it had been necessary to bring it in carts from a long distance, and at a charge of sixpence for every three bucketfuls. In 1862 Victoria contained about fifteen hundred buildings. The city was incorporated by an act of the Legislative Assembly in August, 1862. The civic authorities consisted of a mayor and six councillors. The first mayor was Thomas Harris. The first councillors, John Copland, James M. Reid, Richard Lewis, W. M. Searby, Michel Stronach, and Nathaniel M. Hicks. Owing to delays in the completion of the assessment roll, it became impossible to prepare a proper voters' list for the election of the second council in accordance with the incorporation act, and in October, 1863, an act was passed providing temporary qualifications and fixing the elections for November 6, 1863. Even then the troubles of the council were not over; doubts arose as to the validity of their

continued on page 27



STEAMSHIP "BEAVER"

First steam vessel on the Pacific Coast. Came to Columbia River 1835. Was owned by Hudson's Bay Company

THE REFUGEES

by KERRY WOOD

THE REFUGEES were fleeing from a battle, their group one of the few to survive the bloody ordeal. None wished to meet any of the other survivors and renew the fight, so they hurried eastward through this unknown land, the urgency of flight goading on every member of the varied crowd of men, women, and children.

Their weapons had been lost during the battle. Now the men were armed only with sticks and clubs. But the leader had found an axe-shaped stone which he lashed onto a stick, and urged the other men to copy his example. The leader was a tall and powerfully built man with jutting brows that gave him a savage cast of feature. He swung along at the head of the party, his eyes seeking to pierce the misty veil of fog that walled them in. Everyone was alert for enemies, and the men had ranged themselves at the front, sides and rear of the group with the women and children in the centre. No one was heavily burdened, as the rout had been too swift to allow them to gather possessions, though some women carried skin bags in which a pitifully small supply of food was hoarded.

None complained about the swift pace. The leader wisely halted the march at intervals, giving the tired women and exhausted children a chance to snatch a moment's rest. Even during these halts the men did not relax their vigilance, each one facing outward to guard against surprise attacks.

A child died during one of the rest-periods, worn out by the hurried trek. They scooped a shallow grave in the frozen soil and the little one was quickly laid to rest. The women shed their tears and the mother wailed her grief, but everyone knew they had no time to stop and mourn. Soon the leader raised the shout to move again, and away they trudged and left the tiny mound behind in the lonely fog. The mother walked with downcast head, but she was not heedless of the needs of her other young one who whimpered at her side. She picked up this lad and carried him, hugging him fiercely close.

It was necessary to hurry. Their

enemies might be far enough behind them by this time, but there was a new worry. They needed food. Only a few mouthfuls of meat had been rationed among them, and meat was a life necessity in that frozen land. For days they had lived mostly on edible moss, snatched from small patches of exposed soil from which the snow and ice had melted. Unless they could find better food soon, they were doomed to lingering starvation in this dismal land of thick fog, with the constant whine of the wind and the sifting snows across the wastes, and the ominous cracklings of ice sheets always near at hand. Without the iron will of the leader to goad them on, many would have turned back long ago and taken their chance with the enemy in the known country left behind. But the leader faced eastward, and the group followed.

Suddenly the men raced ahead and hurled their heavy clubs. Exultant shouts came from them, the whole band echoing the cheer. They had chanced on a community of northern foxes and the clubs had struck down three. Some of the men chased vainly after the remaining animals, bolting from their warren of dens, but the leader was busy with another chore. He knew the habits of the white fox and hurried to seek out the animals' food-caches. In these hiding places were scores of fat lemming, all stored beneath the frost line and perfectly preserved. There was meat in plenty for all the band, even though it consisted only of fox carcasses and the tiny lemmings. Quickly they made camp. They had three large skin tents which were stretched over natural hollows the men deepened by digging out the frozen soil with their improvised axes. The fires were lit, utilizing dried moss for fuel, and soon each tent was full of choking smoke. But the shelters were warm and it was good to be protected from the meaning wind and hissing fog. They were cheerful as they ate their strange feast.

Next morning the group set out briskly, still well fed and happy in the belief that they had reached good game country and were finished with starving. But it was a vain hope, for miles of misty waste were stretched before





Atlin Lake and district is often termed the "Switzerland of B.C."

ATLIN PLACER CAMP

by GUY LAWRENCE

IT IS NOW fifty years since any noteworthy placer camp has been discovered in British Columbia; and that was when Fritz Miller discovered gold in Pine Creek the autumn of 1897.

Pine Creek, less than twenty miles in length, has its headwaters in Surprise Lake and empties into the larger lake of Atlin, from which latter lake the new strike obtained its name.

Fritz Miller had prospected the numerous surrounding creeks for two seasons before he made his "strike" and obtained gold in real paying quantities. Like many other discoverers of rich diggings, he by no means struck the richest ground in this newly found deposit, but he still managed to do very well, and when he finally pulled out of the camp a few years later it could be said that he was a comparatively wealthy man.

The strike, occurring as it did at the very height of the Klondike Gold Rush, immediately drew great attention, and close to six thousand stampedes heading for the far North changed their minds and turned off for Atlin.

During 1898 there were five producing creeks, which included Pine

the discovery creek, Boulder, Willow, Spruce, and McKee Creeks. Both Willow and Spruce Creeks are trib-

utaries of Pine Creek, Boulder empties into the head of Surprise Lake not far from where Pine Creek leaves it. McKee Creek is in an entirely different watershed, empties into Atlin Lake some thirteen miles from the town of Atlin, and the gold itself is of a different color to that of the other creeks.

By far the richest creek during the first years of the camp was Willow Creek, which was quite an insignificant creek at first, but was to turn out a veritable miner's dream due to the wealth of gold found in both the creek bed and on the low benches beside it. Bedrock on this creek was almost exposed, and for several acres had merely a thin layer of tundra covering it, and under this tundra coarse gold and numerous large nuggets were soon uncovered. Some lucky miners were able to simply pull the tundra off with their bare hands and scoop up handfuls of the precious metal. Naturally this creek was soon worked out by the excited owners, but in 1900 an hydraulic company was still able to reap a rich harvest after the individual miners had sold out to them.

Atlin placer camp has been unique in many ways, and can boast a far longer lifetime than most placer camps, as claims are still being worked profitably, both by hand mining and hydraulic more than half a century after it's discovery. Also the camp can boast two runs of gold, deposited centuries apart.

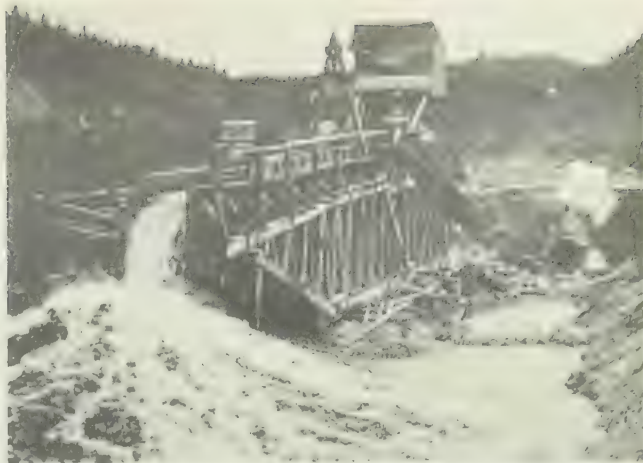
During the first three years after the discovery seven million dollars worth of coarse gold was recovered, mostly by the individual miner. Since that time a further five million has been found, most of which was taken



On many of the creeks the "diggings" were shallow, and rich.



Hydraulic mining on Pine Creek . By this method the greatest yardage of pay dirt is moved at the lowest cost per cu. yard.



Columbia Development Co. operation on the author's Spruce Creek claims (1936)

out in the following five or six years.

Notwithstanding the immediate influx of so many stampederers, the camp suffered two big set-backs during it's infancy. When originally discovered it was not known whether the creeks were in the Yukon Territory or British Columbia, and as there was considerable difference in the mining laws great confusion ensued, resulting in numerous claims being staked over again, and several unnecessary fractions being recorded. This led to an immense amount of litigation, and several valuable properties being tied up in the meanwhile. Later it was discovered that the camp was 44 miles from the boundary line, and that it was in British Columbia.

Ontop of this the Government suddenly and without warning passed a law prohibiting any alien to own a mineral claim. This worked a tremendous blow to the camp.

continued on page 38



For 50 years Athl'n's winter communication with the "outside" was by means of dog-team. Today a 50-mile highway connects the town with the Alaska Highway at Jake's Corner. Above photo taken May 1st shows Athl'n lake still frozen.



At the turn of the century all machinery was steam-driven and cumbersome.



Pine Creek was rich enough to attract the Guggenheims , who operated the above bucket-line dredge for years - at a profit of course.



Rail's end of Canadian National's Smithers Division is Prince Rupert, on Kaien Island (above), whose fiord-like harbour could accommodate the combined fleets of the world. -photo by Wrathall

DESTINY'S RAILROAD

By RICHARD L. NEUBERGER

AT A MEETING of the Joint Chiefs of Staff in Washington, D. C., General George C. Marshall himself followed with a long, expressive forefinger the line on the map which threaded sinuously across the mountainous centre of British Columbia. It was a line that could make or break the American war effort.

The Army Service Forces hesitated to haul through the most crowded cities on the continent the huge quantity of explosives needed to subdue

Japan. The great seaports of the Pacific Coast - San Francisco, San Diego, Portland, Seattle and Vancouver - bulged with newcomers. Their population was up 35 percent and still expanding. In the minds of the military strategists lurked the fear of a disaster which might level thousands of temporary housing units, packed with men, women and children.

But there was that line on the map, a line which not even the glitteringly-braided generals and admirals had

known about. The line was a railroad. This railroad not only came down to tidewater 500 miles closer to the Orient than any other Pacific harbor; its train crews also whiffed the brackish smell of the sea nearly within sight of the headlands of Alaska, and already invaders squatted impudently on Kiska and Attu Islands. Most important of all at that particular moment in history, the railroad buckling British Columbia's generous girth did not have its terminal in a teeming metropolis; it ended on the wharves of a fishing community of less than 8000 souls.

Thus Prince Rupert, far up a timbered fiord, became a vast supply base for World War II. The rock ramparts of nearby Watson Island were honeycombed with chambers where mortar shells and blockbusters could be stored. This pace increased when Port Chicago in California blew up, snuffing

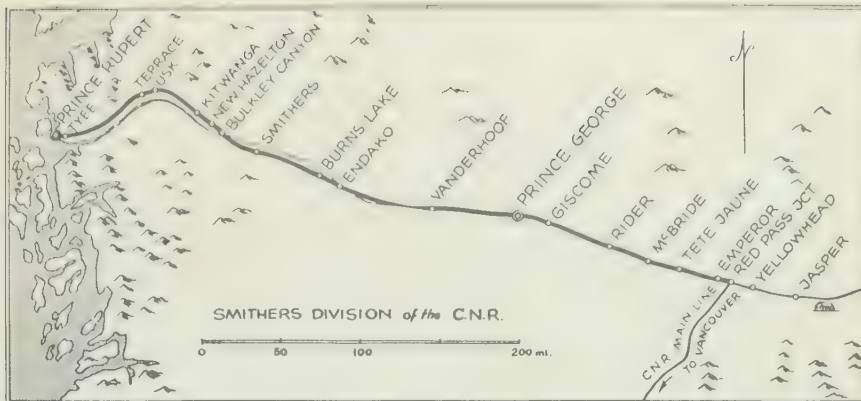
out 322 lives. Ammunition shipments all over the land were shunted northward to Prince Rupert. These lethal cargoes rumbled downhill to salt water over the least known transcontinental railroad line on the continent - the 676 picturesque miles of the Canadian National's Smithers Division.

At Red Pass Junction, in the bulky shadow of Mount Robson, the C. N. R. splits sharply. The main line stretches 581 miles southwestward to Vancouver. The other track heads generally north and west to Prince Rupert, a seaport spacious enough to accommodate the massed fleets of the earth. Although most Americans have a difficult time believing that a railroad lies north of the foggy Aleutians, the compact brick passenger station at Prince Rupert actually is closer to the Arctic Circle than either Dutch Harbor or Kiska.

This is the most northerly route of transcontinental proportions which ties in with the general transportation network of North America. From Prince Rupert, within 80 miles of Ketchikan, the principal Alaskan port of entry, a car of fish or lumber can travel all the way to Hoboken, N. J. - and often does. These 676 wilderness miles are known as the Smithers Division because Smithers, 226 miles inland, is the dispatching point. The line has no block signals. Trains are dispatched by telephone. Over the Smithers Division were hauled 200,000 tons of high explosives during World War 11, and perhaps even the atomic bomb itself. The globe constricts near its icy roof, so Prince Rupert offers a shorter route to the Orient than the seemingly-closer harbors of California.

Freight agents all the way across America scratched their heads perplexedly as cars full of ammunition for the South Pacific were abruptly billed northward, apparently in the opposite direction from their destination. "If Watson Island ever had exploded," said Carl A. Berner, bald and massive superintendent of the Smithers Division, "it would have sounded like a repeat performance of the eruption of Krakatoa." In one month the single-tracked railroad shoved through Rupert more tonnage than in any previous 12 months before the war.

Not all this cargo was incendiary or dangerous, however. On flats the Mikados, Pacifics and Santa Fes of the Smithers Division hauled down to tidewater the trucks, bulldozers and cranes used in the construction of the 1523-mile Alaska Highway. Troop trains, too, beat a dull roar on the 195-foot bridge at Skeena Crossing as 75,000 soldiers bound for Alaska duty travelled in steady procession down to tidewater at the dozing little



Red Pass Junction, near the base of mighty Mt. Robson, is forking point for Smithers Division, which makes a leisurely ascent to Yellowhead Pass, then follows the Upper Fraser, the Nechako, the Endako and Skeena valleys

seaport.

But eventually the roads in Alaska were built and Japan's high command surrendered aboard the battleship Missouri. The Smithers Division slipped back from four or five troop trains daily, each with at least a dozen sleepers, to the three-times-a-week passage of Nos. 195 and 196, the west-bound and eastbound Skeena River Express.

YET DESTINY was not finished with the Smithers Division. Late in the recent first session of the 81st Congress a bill passed both House and Senate and signed by the President. It ordered "a location survey for a railroad of standard gage to connect the existing railroad system now terminating at Prince George, British Columbia, with the railroad system ter-



The Skeena River Express pulls into Burns Lake, jumping-off place for some of the finest moose hunting on the continent.



Train 195 gets out of Burns Lake, westbound. She'll follow the Bulkley to its junction with the Skeena at Hazelton, B.C.



Smithers, B.C. , after which the division was named, is situated in the Bulkley Valley approximately 225 miles from the end of the line.

minating at Fairbanks, Alaska. "When the first warm winds of spring cleared the snow from mountain passes, men carrying transits and plumb lines trudged out of Prince George to pick a rail route up the long slot between the Rocky and Coastal ranges.

Prince George, with 6000 inhabitants, is the principal intermediate point served by the Smithers Division.

It lies in a wooded valley, where the Fraser River bends suddenly south. Trains bound for the ocean roll into this busy sawmill community over the Fraser on a half-mile-long truss bridge, which the Canadian National shares with a graveled highway. Prince George is 209 miles from Red Pass Junction, where the Smithers Division parts with the main line.

A route of 90-pound rail from Prince George to Fairbanks would cost the U.S. Government approximately \$230 million. Senator Warren G. Magnuson of the state of Washington claims the project ultimately will be built, "because a railroad is the

most economical and reliable way to supply Alaska by land, should a hostile power cut the sea lanes." Thus all traffic entering or leaving Alaska would be transferred at Prince George, which may be even more of a rail centre after the Pacific Great Eastern completes extension of its line from Quesnel, 70 miles down the Fraser.

It is not beyond conjecture that three rail systems soon may converge at Prince George, in the core of British Columbia's upland solitudes. The Pacific Great Eastern will offer, when completed, access to Vancouver where the Great Northern connects with the American cities along Puget Sound. The Smithers Division would provide a direct tie with the rail labyrinth of the East. And the new line to Alaska would move men and machines 1400 miles to the most strategic military bases of the Western Hemisphere.

Yet Prince George, this potential Grand Central of the backwoods, is very close to the frontier. The cruelty of the frontier was felt grimly last

winter when a salesman sprinted for the Skeena River Express as it gained momentum out of the Prince George station. He grabbed the handrails of a sleeper and banged on the door. The temperature was 30 degrees below and his gloves were rolled uselessly in his coat pocket. No one heard the man's shouts above the rumble of six wheeled car trucks. By the time he fell away into the snow beside the tracks, the skin of his hands stayed on the cold, glistening steel of the door handles.

The Smithers Division may be important to sea as well as land transportation to Alaska. Indeed Alaskans look to it as a possible life-line of rescue from the world's highest ocean tolls. Railroad freight rates from the great manufacturing centres of the Middle West to Seattle and Prince Rupert are identical, because both places qualify for the transcontinental rate. But Prince Rupert is 500 miles closer to Alaska. This reflects itself in shipping charges by water.

It is 39 percent cheaper to transport cheese from Prince Rupert to Skagway than from Seattle, 41 percent cheaper for galvanized iron, 50 percent cheaper for flour. A Ford sedan, shipped from Seattle to Ketchikan, would require \$63 in freight fees; from Prince Rupert the toll would be only \$30. Yet rail charges are equal to Seattle or Prince Rupert from Dearborn, Michigan, where Fords are produced.

"The war acquainted us with the road at Alaska's back door," said Governor Ernest Gruening in Juneau. "After all, we have a transcontinental line terminating only a short distance from Alaskan soil. This route should be used to help free Alaska from an incredibly high cost of living which has resulted from astronomical ocean shipping levies."

PRINCE RUPERT could become a rival of New York or Los Angeles



During World War II more than 200,000 tons of lethal cargo rumbled to salt water over the Smithers Division.

and it would not have surprised the man who thrust America's most northerly transcontinental across the land. "I have no doubt," volunteered Charles Melville Hays, "that some day Prince Rupert is destined to be one of the great cities of our continent."

Hays had pulled the Wabash out of a financial morass south of the international border. Canadians decided this man of beard, bombast and contagious physical energy was needed as general manager of the burgeoning Grand Trunk Railway. Hays took the job in 1895 and immediately began urging inclusion of the "Pacific" in the system's title. Why not go on to the Coast?

Hays pensioned off the dead wood, built new terminals and got the passenger trains on schedule. But he also made enemies, and in 1900 this native of Rock Island, Ill. returned to the United States. He became president of the Southern Pacific at precisely four times his salary with the Grand

Trunk Pacific. He made but one enemy on the Espee. The enemy, however, happened to be E. H. Harriman, who controlled a majority of the common stock. A year later Hays was back in Canada, again as manager of the GTP.

By now the government of the Dominion, under the adventurous Sir Wilfred Laurier, was interested in a second railway to the Pacific seaboard. "This century belongs to Canada!" Sir Wilfred had proclaimed inspiringly on January 1, 1900. Was the Canadian Pacific alone sufficient for a nation which was 668,023 square miles larger than the vast United States?

The CPR stopped in Vancouver, so the GTP would erect its most westerly roundhouse and car shops farther up the sea-coast. Hays conducted a national contest to name the lonely fiord which would become the terminal of the great Grand Trunk Pacific Railway. The prize went to a pretty school teacher in Winnipeg. It was \$250, a mere pittance by present give-away standards, but a tidy sum in 1906. Prince Rupert, a cousin of King Charles 11, had helped found the thriving Hudson Bay Company, and this bit of symbolism appealed to the ingenious Hays.

Building Prince Rupert was a warm-up compared with building the railroad which would tie the new metropolis with ribbons of steel to Montreal Toronto and the other great cities of Canada. Hays had come away from the Wabash with certain definite theories. These were applied to the extension westward of the Grand Trunk Pacific.

"A second-class railroad never can compete with a first-class railroad," was one of his aphorisms. He also claimed it involved twice the cost to rebuild a line after it was in operation. "Fix it right to begin with," he growled.

HOPE to LYTTON, B.C.

HOPE CAFE

SPECIALIZING IN
STEAKS and CHOPS
HOPE, B.C.



Cooked To Your Liking

COTTRELL'S TRUCK LINES

DAILY SERVICE between VANCOUVER, HOPE
BONDED CARRIER
Tel. Vancouver, first, 6311 Hope 876

CANYON HOTEL & GRILL

Most Modern Stopping Place on the Cariboo
Highway, Fully Licenced, 16 Rooms 10 with Bath
Modern Coffee Bar operated by proprietor of famous
TWIN PEAKS of Chilliwack. YALE, B.C.

Spuzzum General Store

Coffee Shop, Indian Leather and Basket Work - Post Office
Gas and Oil W K Bowerman & Co. - SPUZZUM, B.C.

HARRINGTON MOTORS

MEMBER C.A.A. A.A.A. A.T.A. Open till Midnight
Complete Garage Service
Agents - CHRYSLER Products, SHELL Gas and Oil
Enjoy The COG GRINDERS POOL - In The Heart of The
Fraser Canyon at BOSTON BAR, B.C.

KANYON VIEW CAFE

HOME COOKED MEALS - GAS - OIL
ICE CREAM - CONFECTIONERY - SOFT DRINKS
One Mile North of
BOSTON BAR, B.C.

★★★★

Lytton Auto Court

12 MODERN CABINS COMPLETE WITH
SHOWERS & BATHROOMS
From \$3.00 to \$6.00 per Night
LYTTON, B.C.

GRAND HOTEL

FULLY MODERN - FULLY LICENSED
Coffee Bar
15 Modern Rooms - Baths
On the Main Highway
"The Friendly House of the Nicola Valley"
MERRITT, B.C.
"Come In and Meet Ethel and Ray"

LYTTON to CACHE CREEK, B.C.

MARK MOTORS

BEN CHERRY
Gas & Electric WELDING AUTO PARTS REPAIRS
POWER HOIST LUBRICATION
TIRES GAS OIL ACCESSORIES
The SHELL Station at LYTTON, B.C.

ALEX GAMMIE

Department Store

THE MOST MODERN DEPARTMENT
STORE IN THE FRASER CANYON
A Full Line of Groceries, Meats,
Drygoods, Hardware & Sporting Goods
LYTTON, B.C.

ASHCROFT BAKERY

W.E. Blacklock and A. Dingley
QUALITY BREAD, CAKES & PASTRIES
Mail Orders Given Special Attention



MARK DUMOND

I.H.C. IMPLEMENTS
GMC Sales & Service
ASHCROFT, B.C.

Cariboo Garage

General Repairs and
Wrecker Service
Ren Trucks, Vanguard Cars, Imperial Products

IMPERIAL Service Station

Wm. (Bill) Shandley
GENERAL SERVICING
TIRES



Spence's Bridge, B.C.



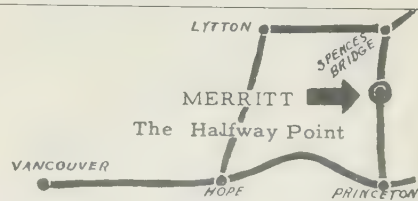
T. U. Auto Camp

At Junction of No. 1 Trans-Canada and
Cariboo Highways
Semi-Modern Cabins Cool and Shady Camp
Dining Room, Specializing in Steaks
IMPERIAL OIL PRODUCTS GENERAL STORE
Hunting and Fishing Information
H. A. BROOKE, Proprietor
Phone: Government Pay Station



PAT'S CARIBOO SERVICE

CHEVRON GAS & OIL - COFFEE BAR
GENERAL SERVICING
ASHCROFT FORKS, B.C.



Hays realized his railroad would penetrate a wilderness. It was essential to concentrate loads on as few trains as possible. He knew a locomotive could haul double the freight on a .4 percent grade as on a grade of 1 percent. Hay's policy was to create a system with ballasted roadbed, many bridges and tunnels to eliminate sharp curves and, in addition to all this, he would have the lowest ruling grade of any transcontinental in North America. "High fixed charges but low operating costs - that's the ticket," he boasted.

Yellowhead Pass through the Rockies suited all his purposes. Walter Moberly had surveyed this wide portal for the Canadian Pacific, which then disregarded his charts and reports because the directors did not want the line to stray too far from the international boundary. The Yellowhead waited, gentle and inviting, for the Grand Trunk Pacific.

Its summit was only 3717 feet in elevation, as contrasted with 5338 feet in the rugged Kicking Horse Pass which

had been braved by the Canadian Pacific. The ponderous Fraser murmured off the Yellowhead to the west. The Athabaska slid eastward on its long journey to the Mackenzie and so at long last to the Arctic Ocean. No grade in the Yellowhead was steeper than .7 percent although the CPR had to fight 2.2 slants ascending the western slope of the Kicking Horse. One locomotive could do the job in the Yellowhead, while a tandem team of helpers was necessary to boost a train over the Kicking Horse.

Hays worked at a desk, goading financiers and the government at Ottawa for more money. In the field he had a man who could spur on construction crews with the same fervor that Hays turned his dream of empire on bankers and politicians. This man was C. C. Vanarsdol, who also was a genius with the transit. He had picked a route which was virtually water-level, yet came off the western ramparts of the Rockies and bisected the formidable Coastal Range.

Vanarsdol followed the Fraser from its majestic source in Moose Lake to the great bend southward at Prince George. In sequence, the Nechako and Endako rivers took him still closer to the seacoast and then he sighted along the surging Bulkley. At Hazelton, where for many years existed America's most northerly lodge of the Brotherhood of Railroad Trainmen, the Skeena River breasted through massive lava battlements to empty into the ocean.

This was Vanarsdol's final avenue westward. For 181 miles he held the right-of-way practically within sight of the Skeena, a wide-bellied stream which nearly equals the volume of the distant Colorado. His crews lived off salmon that filled the river like a great stew kettle. Vanarsdol obeyed the injunction of Hays to "keep 'er level" in order that operating costs would be low. He bridged the Skeena on steel stilts 195 feet high and he drilled a 2069-foot tunnel, which today is the second longest on the Canadian National system.

There were few maps then, or now, of this silent wilderness. Vanarsdol relied considerably on a unique chart. It had been drafted in 1865 by Colonel Charles S. Bulkley of the U.S. Army Engineers, when he had been sent jointly by President Lincoln and the Western Union Company to build a telegraph line which would link Am-

CLINTON, B.C.

Parkie's General Store
GROCERIES - DRY GOODS - LADIES WEAR
SOUVENIRS - TOURIST INFORMATION



Bob's POOL ROOM & BARBER SHOP
Soft Drinks, Tobaccos, Confectionery.

NEW CARIBOO LODGE
HOME COOKED MEALS
ROOMS WITH BATH
"Where you will find the best" CLINTON, B.C.

Central Motors

Hillman & International Sales & Service
"SHELL" Products
COMPLETE GARAGE SERVICE
—Towing—

IN CLINTON ITS
TERRY'S GRILL
FOR FINE FOODS

Terry's Ambulance & Taxi

24 Hour Service
CLINTON, B.C.



BOYD'S GARAGE

Dodge and DeSoto Cars
Dodge Trucks
IMPERIAL OIL PRODUCTS



CLINTON HOTEL

J Chapman & S Demco
The House by the Side of the Road
FULLY LICENSED - FIRST CLASS DINING ROOM
In the Heart of the Hunting and Fishing District
First Night from Vancouver, Half Way
to Prince George or Barkerville

Kelly Lake Guest Ranch

RIDING, SWIMMING, HIKING,
EXCELLENT FISHING
GAME GUIDES AVAILABLE
10 Miles southwest of Clinton on the Pavilion road
CLINTON, B.C.

P. W. OGDEN General Store
LAC LA HACHE, B.C. Groceries and Drygoods

CARIBOO TRADING POST
COFFEE SHOP - GENERAL MERCHANTS
Tourist Information - Lac La Hache, B.C.



LILLOOET, B.C.

G.E. SPEER

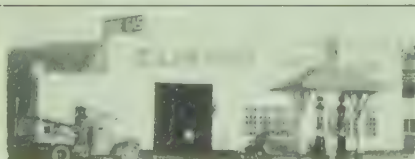
Watchmaker & Jeweler

LADIES' & MEN'S WATCHES
RINGS, BRACELETS and
Costume Jewelry
Guaranteed Repair Work
Prompt Attention Given To
MAIL ORDERS

LILLOOET COFFEE BAR

HOME COOKED MEALS - ROOMS
ICE-CREAM - CONFECTIONERY - SOFT DRINKS
Across From P.C.E. Station at
LILLOOET, B.C.

CLINTON, B.C.



Clinton Motors Ltd.

Bruce McTavish and Bill MacDonald,
General Motors Products - Fully Modern Garage
Wrecker Service - Home Oil Products

Ronnie's Electric & Hardware
Electrical Sales & Service
HARDWARE - SPORTING GOODS
Hunting & Fishing Equipment

ROBERTSON Brothers
A COMPLETE LINE OF QUALITY
MERCHANDISE



Clinton Cold Storage

FRESH MEATS and POULTRY
HUNTERS - Write, wire or phone - or just
ship our game to us via truck, and pick it up
on your way home - in perfect condition.



150-MILE HOTEL (Ken McKenzie)

Your best place to stop over enroute to
QUENNEL & HORSEFLY LAKE FISHING CAMPS
Fully Licensed - Good Meals & Rooms



100 MILE GARAGE
NEW * MODERN * FULLY EQUIPPED
"GOODYEAR" Tires & Tubes
100 MILE, B.C. "IMPERIAL" Products **GOODYEAR**

CARIBOO FOREST PRODUCTS LTD.

Dealing in Douglas Fir
Western White Spruce & Lodgepole Pine
FOR DOMINION & EXPORT MARKETS
LONE BUTTE, B.C.

CANIM LAKE GARAGE

GENERAL MOTORS PRODUCTS
"IMPERIAL" GAS & OIL
COMPLETE GARAGE SERVICE
CANIM LAKE, B.C.



LIKELY GENERAL STORE

Hunting, Fishing and Mining Supplies Likely, B.C.

150 MILE STORE Cariboo Highway

GAS - CABINS - SOUVENIRS - INFORMATION

Alexis Lodge

Mrs. T.C. Lee & Son, proprietor
GENERAL STORE - GAS & OIL
EXCELLENT MEALS
GUIDE SERVICE AVAILABLE
ALEXIS CREEK, B.C.
Heart of the Chilcotin Game Country



WILLIAMS LAKE, B.C.

CARIBOO GOLD & JEWELLERY Co. Ltd.

"CASH FOR GOLD"
PLACER GOLD or BROKEN JEWELLERY
Mail your wash & jewellery repairs for prompt attention.
HUNTING KNIVES BONE CHINA
WILLIAMS LAKE, B.C.

Mac's CIGAR STORE

BILLIARDS SNOOKER CONFECTIONERY
& BARBER SHOP

CHILCOTIN GARAGE & FREIGHT LINE

Gordon H. Jackel
SCHEDULE SERVICE TO ALEXIS CREEK
Wms. Lake to Anaham Lake
GENERAL REPAIRS - SERVICING WELDING
75 Mile from Wms. Lake
ALEXIS CREEK, B.C.

R.M. BLAIR

Imperial Oil Products
Agent: Massey-Harris Implements

Tel. 65 Wms. Lake Taxi

Charter Trips To Any Point In B. C.
DAY & NIGHT SERVICE - Charter Bus Available
Greyhound Bus Stop

erica via the Siberian steppes. Bulkley set out with his expedition from Portland, Ore. with the far-off Bering Strait as the ultimate goal.

The military man immediately saw that the prodigious pattern of timbered water-sheds offered an easy route through British Columbia. These were rivers which had hollowed out immense valleys. After all, the huge Columbia icefields helped nourish some of these streams. And on the seacoast the rainfall was 95 inches a year at Prince Rupert. Vanarsdol applied Bulkley's research. His right-of-way may have been slightly circuitous but the location engineer reasoned that settlements would be most likely to develop along the river-bottoms, where the evergreens grew in dense stockades and the soil was unbelievably fertile.

VANARSDOL did his job with such efficiency and thoroughness that, although his superior had adjudged him to spare no expense in holding down grades and curvature, the Grand Trunk Pacific built to tidewater for \$69,000 a mile. This compared with \$157,000 a mile on the Milwaukee Road, then seeking the ocean through the Bitter Roots and Cascades off to the south in the United States.

Hays was assisted by more than an able engineer and broad river thoroughfares. The Rockies dwindle in height as they thrust northward toward the Arctic. They are mere nobbs by the time the Alaska Highway spans them at latitude 59. Hays got over the Rockies economically, for the great range already has commenced tapering off at Yellowhead Pass.

The golden spike was driven at Mile 374.1 inland from Prince Rupert. This was in the vicinity of historic old Fort Fraser in the Nechako Valley. The Grand Trunk Pacific had fulfilled its compact with the Canadian Government to build a railroad from New Brunswick to Kaien Island on the Pacific, the site of Prince Rupert. A single-span truss bridge took the line onto its island terminal, for the new city was less than a mashie shot from the mainland.

Ahead of him Hays visioned nothing except success. He had a grade barely half as steep as that of any other trans-continental in North America. He foresaw triumphant competition not only with the Canadian Pacific but also with the network of American lines threading into Seattle and Tacoma. It was 4406 miles from Puget Sound to the Czar's mighty Pacific port of Vladivostok but only 3900 miles from Prince Rupert. A ship sailing out of Seattle or Vancouver had to cruise 9500 miles to reach Bombay; the distance from Prince Rupert was 8900 miles. Hays smiled contentedly as he

WILLIAMS LAKE B.C.

LAKE HARDWARE and PLUMBING

George and Boyd Halfnights, Props.
The Store Where Quality Rules
GENERAL HARDWARE

Hunting,
Fishing &
Sporting
Equipment



Borkowski's Men's Wear

Complete Range of
Men's Work and Dress Clothing
INDIAN LEATHER WORK



Ranch Hotel

FULLY LICENSED - REASONABLE -

LAKEVIEW HOTEL

Headquarters For Commercial Travellers and Sportsmen
H. Madsen, proptr. Wms. Lake, B.C.

C. H. DODWELL & CO.

INSURANCE

(R. Beuchamp)
NOTARY PUBLIC
REAL ESTATE

DOG CREEK STAGES

Scheduled Truck and Stage Service between Wms. Lake and
Dog Creek - Tuesdays and Fridays
DOG CREEK DISTRICT TAXI SERVICE



CARIBOO ELECTRIC & PLUMBING

Plumbing, Heating & Wiring Contractors
WILLIAMS LAKE, B.C.



Williams Lake Dry Cleaners

Ladies' and Men's Suits to Measure
Cleaning, Pressing and Repairing



BILL'S Welding & Machine Shop

General Repairs Lathe Work, Welding.

Famous COFFEE SHOP

Famous for Food
Famous for Service
Famous by Name
WILLIAMS LAKE, B.C.



Huston's General Store

SODA CREEK, B.C.

General Merchandise
Meats - Groceries
Confectioneries

Soda Creek General Store SODA

Groceries, Drygoods, Gas, Oil, Tires CREEK, B.C.

KRAUSE'S Store & Snack Bar

Everything For Farm & Home - Gas & Oil
Marguerite, B.C. Delivery Service



Lignum Limited

Shippers of Close-Grain FIR

From the Cariboo

Head Office 207 West Hastings
Vancouver, B.C.

Central Service Ltd.

Plymouth - Chrysler - Fargo Trucks
SHELL OIL PRODUCTS - GOODYEAR TIRES



Largest centre in the Smithers Div. is the city of Prince George (population 8,000), due to become the Edmonton of B.C. where rail-lines and highways cross - the supply centre of Central B.C.



Conveyor belt for the Alaska Highway, Smithers brought bulldozers, cranes, and trucks to Prince Rupert, from which point they were shipped to Skagway.

analyzed these figures.

What was to prevent the Grand Trunk Pacific from highballing westward through commodious Yellowhead Pass never-ending quantities of machinery, textiles and wheat for the hungry Orient and the fabled East? The lucrative cargo in the opposite direction would be the raw materials of Asia for the looms, forges and assembly belts of the Atlantic seaboard. So Hays stinted on neither right-of-way nor appurtenances. He erected a fortress-like hotel of chateau design in frontier Edmonton and named it for Sir John A. Macdonald, Canada's "Father of Confederation." Lest any patron forget who had put the hotel there, the initials "GTP" were etched on every doornob. Even before the first construction crews had sniffed the odor of tidal flats, Hays brought the illustrious Laurier to Prince Rupert in the skipper's cabin of the S. S. Prince George.

The pioneers gave the courtly Prime Minister three cheers and a tiger in the town square and then Laurier announced: "Prince Rupert is the last achievement in our endeavor to rivet together all our country from the Atlantic to the Pacific. My ambition is to travel from Prince Rupert to Halifax on the Grand Trunk Pacific."

Hays planned to be present when Sir Wilfred realized this aspiration aboard the private car of the pres-

ident of the railroad. But in 1912 the guiding spirit of the Grand Trunk Pacific decided on a European holiday. He boarded the White Star Line's Titanic, at that time the largest ship afloat. But the Titanic was not afloat for long. It splintered on an iceberg in the North Atlantic. The lifeboats were inadequate. Hay's wife and daughter were in the final boat to slip down the davits. The last they saw of the 56-year-old railroad builder, he was waving valiantly to them with a white handkerchief from the Titanic's slanting deck.

All Grand Trunk Pacific trains stopped for five minutes in mournful tribute. Men halted their work scouring engine boilers and cleaning switch points. Memorial services were held at Prince Rupert, and the people trudged away in gloomy silence. Without Hays, what would happen to the terminal city? Indeed, what would be the fate of the GTP itself? The strung-out transcontinental had been a one-man operation. Now that man lay beneath the cold reaches of the North Atlantic.

THESE FOREBODINGS soon were justified. The system was completed, but the spirit and zest had disappeared. No longer was there a champion who would pound a conference table in the Parliament buildings and insist that Peace River wheat be shipped through Prince Rupert instead

For Everything In Hardware



Inspect our Complete Line of Hardware, Furniture, Plumbing Supplies, Farm Implements, Camping Equipment. Agents for Nationally Known Washing Machines, Farm Machinery, Refrigerators, Radios and Electric Appliances, Outboard Motors, Hunting & Fishing Tackle

Smedley & Sharp Ltd.

Williams Lake, B.C.

Hustons Cariboo Transport

TWICE WEEKLY SCHEDULE

Service from Vancouver to Quesnel B.C.
FOR DELIVERY TO & FROM

93 Mile House - 100 Mile House

Lac La Hache - 150 Mile House

Wms. Lake - Quesnel, B.C.

AND WAY POINTS

WILLIAMS LAKE, B.C.

Rottacker Brothers Garage

Ford - Monarch Sales & Service

"BEAR" WHEEL ALIGNING EQUIPMENT
COMPLETE GARAGE SERVICE

Complete Line of Ford & Dearborn Farm Implements

of the more conventional gateway at Vancouver. Ruinous rivalry quickly developed between the Grand Trunk Pacific and the newly-organized Canadian Northern Railway.

The Canadian Northern had built through the gentle entrance of Yellowhead Pass, and then hugged the North Thompson and Fraser rivers to Vancouver. For hundreds of miles on the prairie, the Grand Trunk Pacific and the Canadian Northern were close enough for dining-car chefs to toss biscuits back and forth. By practicing stringent operating economies, one line over the Yellowhead might have survived. Competition between two was disastrous.

World War 1 gave the Dominion government an excuse to suggest that one of the lines across the plains be ripped up so the steel rails could be shipped to Europe for urgent military purposes. The western extremities of both systems remained, the Canadian Northern extending to Vancouver and the Grand Trunk Pacific operating a few mixed trains weekly out of Prince Rupert. Eventually the two tottering lines were amalgamated into the Canadian National Railways. This operation, under Ottawa's auspices, was weaving together frayed railroads all over Canada.

The Canadian Northern and the Grand Trunk Pacific became the immense new system's outlets on the

Pacific Coast. Only a few traces endured of the original undertakings. The enigmatic "GTP" stayed on hotel doornobs. The words "Canadian Northern" were chiseled too deeply in the concrete of the Vancouver station to be removed with anything except pneumatic drills. West of Yellowhead Pass, the Canadian Northern's line to Vancouver was designated as the CN's Kamloops Division, and the line to Prince Rupert became the Smithers Division. It was fortunate that the proud Charles Melville Hays had not lived to experience the evil days which now befell his creation.

To begin with, the Kamloops Division became the main line. The Smithers Division was merely a branch operation, and not a particularly robust one at that. World War 1, fought on the opposite side of the globe, drained the Canadian sub-Arctic of people. In neighboring Alaska, the white population declined 33 percent between 1910 and 1920. Prince Rupert followed this dolorous pattern. Hays had hoped for a crack passenger train each way daily. A mixed train three times a week barely hauled enough travellers to merit a sleeping car for the 676-mile journey.

Total construction cost of the Grand Trunk Pacific was \$220 million. The distance from Winnipeg to the Prince Rupert roundhouse in the salt air was 2671 miles. This included all the rusty sidings which thrust tentatively into the heavy underbrush of the Coastal Range. East of Winnipeg operated the system's big brother, the Grand Trunk. From Winnipeg toward the sundown, it was the Grand Trunk Pacific.

Today, passengers on the main line of the Canadian National can look down on the GTP as, under the name of the Smithers Division, it slides off seaward via the ambling watershed of the Fraser River. The main line and the Smithers Division are companions for nearly nine miles before they fuse together at Red Pass Junction. This is a relic of the era when the main line was the Canadian Northern and the Smithers Division operated as the Grand Trunk Pacific.

WILLIAMS LAKE, B.C.

MAPLE LEAF HOTEL

Wms. Lake Hotel Co. Ltd.
"Denny" Abbott

LICENSED PREMISES - CAFE IN CONNECTION

All Modern Conveniences

Hunting Parties Arranged

Guaranteed Licensed Food

WIRE - WRITE or PHONE 25

WILLIAMS LAKE, B.C.

"In the heart of the Cariboo"



BLACKWELLS

PHOTO
SERVICE

► PORTRAITS

► FINISHING

Commercial Photography

24 HOUR SERVICE

"Your Cariboo Photographers"

WILLIAMS LAKE, B.C.

HODGSON BROTHERS

Chilcotin Mail, Freight
& Passenger Service



Williams Lake - Anahim Lake

Head Office: WILLIAMS LAKE,

Public Accountant

DON'T WORRY
Over your Income Tax Returns

Accounting Systems Installed

Monthly Servicing of Accounts

BRING THEM TO

W.J. THOMAS

Phone 25 - Williams Lake, B.C.

A. B. PINCHBECK

Public Accounting & Income Tax
Service

PAT'S TIRE SHOP

Specializing in

Tire and Tube Vulcanizing

and Recapping Service

Wholesale & Retail Batteries



Assisting In The Development of Quesnel & Cariboo District

PACIFIC COAST SERVICES LTD.

FOREST PRODUCTS



Planing operations at 2 Mile Flat Quesnel, Alexandria, McAlister & Wright

Participating in the Manufacture of Cariboo Fir & Spruce
at A.L. Patchett & Sons Ltd. Quesnel, at L.P.H. Mills
108 Mile House, also planer mills at Ashcroft, Lumby
& Rock Creek

Offices at: QUESNEL - VANCOUVER - TORONTO

Quesnel, B. C.

NORTHERN DAIRIES LTD

QUESNEL, PRINCE GEORGE, WILLIAMS LAKE
Pasteurized Milk & Cream
Manufacturers of "Cariboo" Ice Cream
Distributors of DELNOR Frozen Foods
ARCTIC Ice Cream Bricks, Revel, etc. &
FRASER VALLEY Cottage Cheese.



D. H. SMITH & Company

DEPENDABLE MERCHANDISE
by LEADING Manufacturers
Frigidaire & Beatty Appliances
and Equipment
Sporting Goods and Crockery
QUESNEL, British Columbia



Quesnel Tobacco Company

Smokers' Supplies, Magazines, Confectionery, Soft
Drinks - Snooker - Pool - Billiards
QUESNEL, B.C.



For Better Homes

Malmquist & Vaupel

Contractors & Builders
estimates free
Box 655 Quesnel, B. C.



Northern Light Service

STANDARD OIL PRODUCTS
Tires Batteries Accessories
Public Showers
Willis "JEEP" Sales & Service
ART STOKES, EARL ROBERTSON



QUESNEL

Winder Realty & Insurance Agencies

CATTLE RANCHES, FARMS, DAIRIES, HUNTING
LODGES, HOTELS, HOMES and BUSINESS
OPPORTUNITIES
QUESNEL BRITISH COLUMBIA
HEART OF THE CARIBOO GAME COUNTRY



SMITH TRANSFER

Local and Long Distance Hauling
Furniture Crated and Stored
SHIPPED ANYWHERE IN B.C.
Phone 16-R-3 Box 108 QUESNEL, B.C.



Kinley's Drugs

Complete Drug Service
Books, Stationery,
Dorothy Gray Toiletries



Dunt & Bentham

GENERAL CONTRACTORS

- ★ NEW BUILDINGS
- ★ ALTERATIONS
- ★ REPAIRS

ESTIMATES UPON REQUEST

Quesnel,

British Columbia



"Never again!" reminisces Superintendent Berner, as he sways up the Skeena in his business car. "In a frontier country, just opening up, there was barely enough traffic for one railroad, if that railroad scratched real hard. Yet two lines, both highly capitalized, were trying to haul across the Yellowhead. Consolidation as the Canadian National Railways was a genuine rescue undertaking - just like the Mounties arriving in the nick of time!"

WORLD WAR 11, however, marked a profound change in the fortunes of the CNR division which once had been hailed as the "shortest route between the Orient and Montreal." Freight in fabulous tonnages began to roll over the wilderness railroad - block-busters to be dropped on Japanese war centres, bulldozers for General Patsy O'Connor's engineer regiments pushing through spruce fastnesses of the Yukon, mortars and coast defense guns for General Simon Bolivar Buckner's hard-pressed Alaskan Defense Command, refinery equipment and interminable miles of steel pipe for the Canol Oil fiasco.

As far east as the Maritime Provinces, the Canadian National dredged up spare locomotives to move six trains a day over track which previously had been polished only four or five times a week. When the dizzy 206-foot bridge over Sealy's Gulch showed stress, the American Army offered Italian prisoners-of-war to repair it. The Smithers Division suddenly had become essential to victory in the Pacific. Freight cars heavy with munitions were backed up on rusty sidings all the way to Jasper on the main line.

"Lucky folks couldn't see inside those cars. They'd have been sorta nervous," comments Superintendent Berner, who has been on the CNR payroll since 1914.

After World War 1 the population of Prince Rupert, a city Hays had predicted would outstrip Seattle or Vancouver, had been down to 3500 forlorn souls. At the zenith of World War 11 the community was inhabited by 25,000. This boom has quieted, but neither Prince Rupert nor its rail artery has slumped back to the doldrums which followed the death of Charles Melville Hays.

With the world desperately in need of timber, portable sawmills have commenced eating into the virgin fir and pine stands of Central British Columbia. Prince George, at the heart of the lumber zone, has expanded nearly 400 percent in industrial workers since 1940. Forest products make up thousands of payloads hauled to market over the rails laid by resourceful Vanarsdol and his gandy

PIERCE GARAGE

COMPLETE REPAIR SERVICE
INTERNATIONAL Truck & HORNET Power Saw
Sales and Service
Goodrich Tires & Tubes

Cariboo Hotel



QUESNEL, B. C.

QUESNEL SAWMILLS

LIMITED

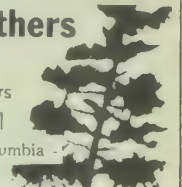
LUMBER MANUFACTURERS

Dealing in FIR & SPRUCE
Rough and Dressed Lumber
QUESNEL, BRITISH COLUMBIA
Head Office 207 West Hastings
Vancouver, B. C.

Brownmiller Brothers

PLANER MILL

Lumber Manufacturers
Wholesale and Retail
Exporters of Central British Columbia
FIR - SPRUCE - PINE



WEARS PLUMBING

W. J. Weir & G. E. Madison
HEATING
& Sheet Metal Works
QUESNEL, B. C.



ANDERSON PRECISION REPAIRS

SMALL LATHE WORK AND PRECISION
REPAIRS to Generators, Magnets, Starters,
Lighting and Pumping Plants, Washers, small
Motors, Electrical Equipment and DIESEL In-
jection Systems - J. Anderson, Quesnel, B.C.

KEENS Stores Ltd.

GROCERIES - FRUITS MENS SHOP
And VEGETABLES FASHION GRAFT CLOTHES
FROZEN FOODS BOOTS and SHOES
ICE CREAM
Phone 11R3 Quesnel, B. C. P.O. Box 1468

S. N. WILLIAM & CO.

GENERAL STORE - We Buy and sell Gold
Dust and Fancy Nuggets Tel. 49 QUESNEL, B.C.

Wong's Mens Wear

- Everything A Man Wears -
Opposite Bus Depot Quesnel, B.C.

MARSH TRANSFER

SAND, GRAVEL & GENERAL HAULING





Meeting in the wilderness. The Skeena River Express exchanges crews at To pley, where Pacific 5120 has taken the passing siding for her eastbound counterpart.

dancers.

The Smithers Division handles at least 1800 cars of lumber each month. Reffer vans of white fish head the Skeena River Express when the trawlers have permission to dip nets in the international waters off Canadian and Alaskan seacoasts. Prince Rupert is one of the main halibut ports of the continent. In recent years, ships heavy with Alaskan canned salmon have winched up to the wooden docks beside the CNR yards. Superintendent Berner, a solid, cautious Scandinavian, has hinted that his division has returned a comfortable profit every twelve months since the war.

Furthermore, this may be merely the beginning of sustained prosperity for what endures of the old Grand Trunk Pacific. On Watson Island, where the bombs for the U.S. Army Air Force were stored, the Celanese Corporation of America is building a \$25 million plant for the manufacture of rayon pulp. Eighty miles from Prince Rupert, a sprawling mill will be constructed at Ketchikan to make paper out of Alaskan spruce and hemlock. These undertakings could double the monthly cargo hauled by the Smithers Division.

RAIL used between Red Pass and Prince Rupert aggregates 80 pounds along the tangents and 100 pounds on the crucial curves. The passengers trains humps out of the mainline division point at Jasper on Monday, Wednesday and Friday. Departure time is 4 p. m., and the varnish operates for 43 miles on the high iron of the main line before hitting the junction. It reaches Rupert at 10:45 p. m. on Tuesday, Thursday and Saturday.



JOHN A. FRASER & CO. LTD.

Established in **Quesnel, B.C.** for 55 Years

Quality Merchandise

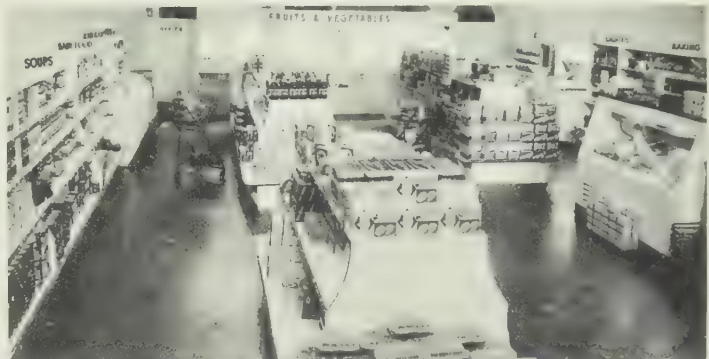
LADIES' MENS' & KIDDIES' WEAR

CARSON AVE. QUESNEL, B. C.

Modern Food Market

SELECTED PRODUCE
DELNOR FROZEN FOODS

FRONT ST. QUESNEL, B. C.



Two complete units are necessary to maintain a schedule in each direction. Departure time from Prince Rupert for eastward points is 8 p. m., with arrival in Jasper by 6 p. m. second morning. People along the line congregate to wait for "the Rupert train," which brings mail, newspapers and parcel post to a region the size of the state of Illinois.

A typical manifest of the Skeena River Express includes three baggage and mail cars, a pair of steel day coaches, three standard sleepers and a combination parlor and dining car. The kitchen's specialties are ranch beef and falky King salmon. An extra sleeper is picked up at Prince George, when the train is travelling east. Enroute to Prince Rupert, a sleeper is left behind at Prince George



"Sometimes I wish you didn't work at the car shops . . . !"

"Seasons Greetings"

CAMPBELL - BENNETT Ltd.

**Contractors For Sections
1 & 2
P. G. E. RAILWAY**



Through broad canyon named for U.S. Army Colonel Charles S. Bulkley, who surveyed it in 1895 for a possible telegraph route to Europe via Alaska and Siberia, a CNR 'Mikado' hurries her string of empties.

which may eventually be the terminal of a railway system reaching to Fairbanks. Prince George is a half-hour layover.

Division points between Red Pass and Prince Rupert are McBride, Prince George, Endako, Smithers and Pacific. The passenger trains meet at isolated Topley, near the entrance to the immense and wild Tweedsmuir Park. Engine crews trade cabs during the meet, so they can be back in their own beds that night. The longest sub-division is between McBride and Prince George: 146 miles.

Although all trains are dispatched

from Smithers, headquarters of the far-flung Smithers Division is within sight of salt water. From his offices in the original Grand Trunk Pacific

JOHNSTON BROTHERS GARAGE

*General Motors Products
Imperial Oil Products — Goodyear Tires
Complete Automotive Service*

Quesnel & Wells, British Columbia



**SUBSCRIPTION RATES- \$2:50 per year
in Canada \$3:00 per year in U.S. .**

QUESNEL, B.C.

FERGUSON ELECTRIC

Authorized Canadian
GENERAL ELECTRIC
Motor Apparatus & Appliance
Dealer

Electric Planer Mill Installations
COMMERCIAL & INDUSTRIAL WIRING



**CARIBOO SALES & SERVICE
LTD.**

Complete Automotive Service

Dodge - De Soto Cars - Dodge Trucks

QUESNEL, B. C.

Siemens'

JEWELLERY

Watches, Diamonds, Silverware,

Optical Repairs

Musical Instruments.

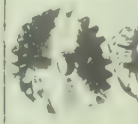
Hill Meat Market LYNN HILL

The Best Meats - At Lowest Prices -

Quesnel & Wells, B.C.

WATT'S BAKERY

The Home of Fine
Quality Cakes and Pastries



Quesnel Machine Shop

General Lathe Work - Tool and Die
Making - Machine and Equipment
Designing - Acetylene & Electric Welding
- All Work Guaranteed -

**OVERWALTEA
LIMITED**
INC 100% B.C. FIRM

Quality - Service - Low Prices

QUESNEL, B.C.

Cottonwood House

Established in 1864 - John Boyd Estate

HOTEL, FARM & GENERAL STORE

Post Office, Telephone & Telegraph - Gas Co.,

COTTONWOOD, B.C.

Good Dredging Centre



BANK SERVICE STATION

HOME OIL
PRODUCTS

Your FRIENDLY Dealer

Quesnel, B.C. Jeff McDONALD



Fardal's Meat Market

"THE BEST ALWAYS"

QUESNEL, B.C.

Wade Transport

SCHEDULED SERVICE



Kamloops - Quesnel - Wells - Barkerville - Prince George

Building, Superintendent Berner can look out on the sheltered harbor which Charles Melville Hays believed would send freighters in fleets to the Orient. Back of the community looms, symbolically, a ponderous green mountain — Mount Hays.

At Tete Jaune, just west of Yellowhead Pass, the grade on the Smithers Division stiffens to 1 percent for nearly eight miles. Were it not for this one knob, Mikados and Pacifics could hasten all trains from Prince Rupert to the main line. But this ascent requires Santa Fes, which are coupled onto freight and passenger drags at McBride. The Tete Juan sub-

Birseye view of Rupert harbour - 500 miles nearer the Orient than any other Pacific Coast port.

division is the shortest of all — a mere 63 miles. It is wholly built around the short 1 percent grade which necessitates the substitution of Santa Fe locomotives for Mikados and Pacifics.

The latter two types are so standard throughout most of the Smithers Division that when the first Santa Fe went all the way to the Coast at the start of



Wells, B.C.



Wells Food Market

John Zakariuk, propr.

Service, Low Prices, Satisfaction

Wells Produce

FRESH FRUIT & VEGETABLES
- QUALITY GROCERIES -



JACK O'CLUBS HOTEL

THE CARIBOO'S BEST

"Where You Meet Your Mining Friends"
LICENSED PREMISES



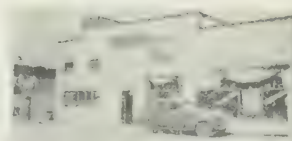
Wells Billiards

M. Duchak

Tobaccos - Soft Drinks Confectionery
Billiards and Snooker

W. Eric North Complete Insurance Service

WELLS, B.C. REAL ESTATE - NOTAR"



FORMAN'S General Store

HARDWARE - DRYGOODS - GROCERIES

"Service - Low Prices - Satisfaction"

South Wells, B.C.



The "Inside Passage", part of the Triangle Tour, is noted for its unsurpassable scenery

B.C. Gov't. Travel Bureau

the war boom, the engine was a curiosity. Where had this long customer come from? the Prince Rupert Daily News even published an item about it. "Big New Locomotive Here," read the headline!

A chain of 9 freight cars slides through the mountain night up into the Yellowhead. The train has come the full distance from the tidal flats where the Skeena unites with the ocean. It has pierced the Coastal Range and the Babine Mountains and is now about to conquer the Continental Divide. Yet there has been no helper district, no slipping of drivers on savage grades. The locomotive's headlight illuminates

SMITHERS DIVISION

These are sub-divisions:

Red Pass Jct to McBride.....	63.6 m.
McBride to Prince George.....	146.1 m.
Prince George to Endako	115.4 m.
Endako to Smithers.....	125.2 m.
Smithers to Pacific.....	107.1 m.
Pacific to Prince Rupert.....	119.4 m.

Total..... 676.8 m.

canyon walls and frowning crags. Overhead, in the murky darkness, towers the Matterhorn-like bulk of Mount Robson, queen peak of the Canadian Rockies.

A man with sinewy hands and lean face in the caboose feels steady pull of the Santa Fe on the smooth ascent. The train is nearly over the backbone of North America, but the sense of drag and strain is barely more than on the prairie, where the land lies as level as a billiard table. The brakeman has been over this many times. It's his job, a daily job. Yet in admiration he says to his companion, shuffling through bills of lading at the desk: "The fellow who put these tracks through here - he had what it takes!"



NORTH of QUESNEL

COTTONWOOD VALLEY AUTO CAMP

HUNTING, FISHING, CABINS, GUIDES,
STANDARD OIL, STORE, LUNCH COUNTER
CINEMA, B. C.

BEN'S Service Station

GENERAL SERVICE — WELDING — TOWING
FURNISHED MODERN CABINS by Week or Month
CANYON CREEK.—Halfway Between Pr. George Quesnel

Canyon Creek Cafe

Quick Meals and Lunches
Coffee - Soft Drinks (cooled) - Tobaccos
Elma and Dug Cruise Hixon P.O.



NORTHERN SPRUCE SALES LTD.

Manufactures of "Nosco" Brand
Kiln Dried Douglas Fir & Western White Spruce
Buyers of Rough Lumber in Truckload or Carload Lot

Box 786

WE INVITE YOUR INQUIRIES Prince George, B.C.

Northern Magneto and Electric

We SPECIALIZE in the repair of: Starting, Lighting and Generating
Equipment, Carburetors and Fuel Pumps. We REWIND Armatures.
Prompt Service to out-of-town orders
We are DISTRIBUTORS for: Auto-Lite and Delco-Remy Electrical Equip-
ment, Wico and Fairbanks-Morse Magnetos, Hart Batteries, Carter Carburetors,
I.E.L. Power Saws.

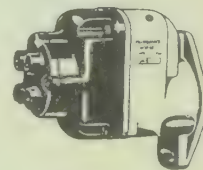
LIBERAL DISCOUNT TO THE TRADE

1321 4TH STREET

P.O. BOX 152

TELEPHONE 191-R-2

PRINCE GEORGE, B.C.



Skeena River below Hazelton. The distant Babine Range is rich in minerals.

NORTHERN HARDWARE & FURNITURE CO. LTD.

BRAND-NAME HENDERSON PAINTS
AND VARNISHES
JOHNSON OUTBOARD MOTORS
HOUSEHOLD FURNITURE
RADIOS AND RADIO EQUIPMENT
REFIGURATES
CASE FARM MACHINERY

Hardware, Furniture, House Furnishings, Radios,
Sporting Goods, Builders' Supplies, Stoves, Ranges

PRINCE GEORGE, B.C.

BEATTY WASHERS, IRONERS
AND FARM EQUIPMENT
DUO-THERM OIL HEATERS
AND RANGES
MCCLARY RANGES
HOOVER VACUUM CLEANERS
BARKETT ROOFING
C.C.M. BICYCLES AND SEATS

acts, and an act of indemnity was passed in December, 1863. The prices of land rose once more. Each new find in Cariboo had its reflex action on Victoria real estate, which in consequence continued to soar. The value of town lots increased in many parts of the capital over seventy-five per cent during the last nine months of 1862. Frontage on the best business streets then commanded a rental of from two to six dollars per foot per month. The population was estimated at about six thousand people.

With the gold seekers came the bankers. Wells, Fargo & Co. was the first institution in either colony that in addition to an express business carried on that of private bankers and purchasers of gold dust. Soon Alexander D. Macdonald, who early in 1859 established a private bank under the name of Macdonald & Co. Later in the

same year a branch of the Bank of British North America was opened in Victoria. The Bank of British Columbia was incorporated in 1862, and immediately commenced business in Vancouver Island and British Columbia.

Macdonald & Co. issued the first paper money that circulated in either colony. For years they did a large business, especially in the purchase of gold dust, which they obtained in exchange for their notes. Their shipments were as follows: 1859, \$259, 815; 1860, \$349, 292; 1861, \$602, 734; 1862, \$331, 194.

Their notes were unsecured; there was not then in existence in either colony any act placing restrictions upon the issuance of paper money, or providing any safeguard for the public.

The competition which this bank had to meet, both in the purchase of gold—where Wells, Fargo & Co. and the Bank of British Columbia were its chief competitors—and in the mercantile world—where the two chartered banks were its chief opponents—made its continued existence very problematical. Month after month in 1864, Robert T. Smith, its travelling agent, arrived in Victoria with merely \$10, 000, \$20, 000, or \$30, 000.

In July, 1864, the Legislature of Vancouver Island passed two ordinances relating to Banks and Banking, one requiring public weekly reports of the assets and liabilities of each institution, and the other forbidding the issuance of paper money, after March 1, 1865, by any person or corporation not having a charter authorizing the same. Macdonald's Bank could not, unless reorganized, live after the latter date. But on the morning of September 23, 1864, it was reported that the bank had been entered during the previous night, by parties unknown, and treasure to the amount of \$30, 000 stolen from the safe. No clue whatever could be discovered as to the identity of the robbers. Macdonald, who was at the time in the Cariboo, where his notes principally circulated, tried manfully to stay the run upon the bank and redeemed his paper as fast as it was presented. Thus he succeeded in re-establishing public confidence in his institution. But his resources were insufficient to stand the shock, and in November the bank closed its doors. The miners of Cariboo were the principal sufferers: it is said that their losses amounted to \$100, 000. Macdonald's fine home on Michigan street in Victoria was sacrificed to meet his creditors; he lost all and left the country a ruined man.

By a proclamation dated January 18, 1860, Governor Douglas, after reciting that he had been instructed by the Secretary of State for the Colonies in pursuance of a recommendation of Her Majesty's Privy Council so to do,

Prince George, B. C.

Corner Truck Service

Distributing Agents For the Famous

'WHITE' TRUCKS

We Specialize in:-

SERVICE TO TRUCKS

12 Ton Truck Hoist

R.P.M. Lubrication

"Chevron" Gasoline

PRINCE GEORGE, B.C.



NASH

ENGINEERING WORKS

Manufacturers Sawmills and Sawmill Machinery—Oxy-Acetylene Welding—Saw and Machinery Repairs—New and Second-hand Machinery and Mill Supplies—Foundry Castings in Brass, Aluminum, Grey Iron.

Selling Agents:

On 3rd Avenue — PRINCE GEORGE, B.C.



Wally West Studios

of Photography

Specializing in

Portraiture and Commercial Photography

We do your Photo Finishing

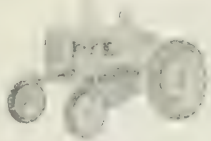
Mail your films to us

434 GEORGE ST. TELEPHONE 215-L1

PRINCE GEORGE

Assman Agencies

MCCORMICK-DEERING FARM
IMPLEMENTS



'ROBIN HOOD' FLOUR

MILLED from WASHED WHEAT

Phone 162R-1 6th Avenue

PRINCE GEORGE, B.C.

PRINCE GEORGE British Columbia

Order Your TIRE Requirements From

W. M. TIRE

(Ted Williams & Art Bell)



GOODYEAR Warehouse
for
Central British Columbia

A Complete Line of Tires, Batteries,
and Accessories

1st Ave., - Prince George, B.C.

BLAIR'S Outfitting Ltd.

A. T. RADLEY
SLEEPING ROBES

TRAPPERS SUPPLIES

HARDWARE — PAINT

WESTINGHOUSE RADIOS AND APPLIANCES

ENTERPRISE AND GURNEY RANGES

P.O. Drawer 520 - Phone 4-L-1 PRINCE GEORGE



Herbert J. Paisley & Co.

CHARTERED ACCOUNTANTS

VANCOUVER & PRINCE GEORGE

Representatives at

MONTREAL
OTTAWA

TORONTO
WINNIPEG

STROM LUMBER COMPANY LTD.

Manufacturers of

SPRUCE - PINE - FIR

P.O. DRAWER 428

PHONE 129-L3

PRINCE GEORGE, B.C.



SKOGLUND LOGGING LTD.

Logging and Bulldozing Contractor

BOX 1178

PRINCE GEORGE, B.C.



DEZELL Construction

Contractors & Builders

ESTIMATES

FURNISHED

WITHOUT COST Head Office: Prince George

QUESNEL

WILLIAMS LAKE

PRINCE GEORGE



Lincoln



Fred Walls & Son Ltd.

MERCURY



Mercury, Lincoln & Meteor Cars- Mercury Trucks

Central B.C. Distributors of Genuine FORD Parts
For ALL FORD Products

Towing and Wrecker Service

"STANDARD" Oil Products

GOODRICH Tires & Tubes

Phone 196-L-1


PRINCE GEORGE, B.C.

Box 532

declared: "That the Port of Victoria, including Esquimalt Harbour, is and shall be until otherwise determined by proper authority, a Free Port of Entry and Clearance for Ships and Goods, save and except the fees now levied thereon." Until the union of the two colonies on November 19, 1866, Victoria was a free port in the strictest sense of the term. With the exception of Hong Kong and Labuan it was the only place in the vast category of British depots for ocean commerce in which no customs duties were leviable.

But long before the union was consummated there existed two divergent views upon the free port question, even on the island itself, where the Protection vs. Free Trade debate frequently waxed keen and warm. It was argued that greatas might be the inducements to agriculturists of a certain class to come and take possession of the fruitful valleys of Vancouver Island, yet it must be remembered that these at the best were of very limited extent and that agricultural pursuits must perforce take a secondary position to those of trade and commerce. On the other hand those who advocated the abolition of the free port system could urge that no country could continue to prosper or even become wealthy without agricultural resources, and that in their case the very paucity of the agricultural possibilities more strongly emphasized the necessity for protection. And, as invariably happens in such a discussion, neither convinced their opponent.

The anomalous situation of the colony of Vancouver Island clearly appears in the fact that though fully equipped with two legislative bodies, the Governor, of his own mere authority issues such an important proclamation as that above mentioned, which dictates a line of policy and touches revenue. So, too, it will be found that the land laws of the colony take the form of proclamations by the Governor alone and not that of acts of the Legislature. Thus the laws which fixed the price of land at one pound per acre, and later reduced it to 4 shillings 2 pence, are proclamations. The root of these distinctions of authority lies in the grant of the island to the company and the strange arrangements whereby a private corporation was to



Manufacturers of
Western White Spruce and Mountain Fir Lumber

W. Lamb's Sons Ltd.

(Succ. to W. Lamb & Sons Ltd.)

P.O. BOX 850 PRINCE GEORGE, B.C.

UNITED DIESEL SALES & SERVICE

The Hallmark



in Lubrication

Agents for "BUDA" Diesel Engines and "LUBRIPLATE"
For Northern B.C.

COMPLETE INJECTOR SERVICE
ON ALL MAKES OF INJECTORS



B.C. SPRUCE SALES LIMITED

Buyers and Wholesalers
of Central British Columbia Lumber

PRINCE GEORGE, B.C.

PHONE 290-L-1 P.O. BOX 1940

Prince George Warehousing & Transfer Co. Ltd.

KARL ANDERSON, PRESIDENT

COLD STORAGE

FORWARDING

DISTRIBUTING

WAREHOUSING

Furniture Storage and Crating

PHONES: OFFICE 76-L-1 WAREHOUSE 256-X-2

POST OFFICE BOX 339
PRINCE GEORGE
BRITISH COLUMBIA

finance the colony and to administer the lands to recoup itself.

The life of the first Legislative Assembly expired in 1859. It had been composed of but seven members; its successor, which was elected early in 1860, had thirteen members. These Legislatures were elected for three years. The members received no indemnity. The suffrage was limited to persons owning twenty acres or more

CLUB CAFE



A new cafe serving
Full course meals and lunches
Private dining room



C. N. Stewart

Tommy Richardsons'

Men's Wear

EVERYTHING A MAN WEARS

1264 3RD AVE.
PRINCE GEORGE, B.C.



PRINCE GEORGE B.C.



NATIONAL HOTEL

Quiet and Comfortable Fully Licensed
Hot and Cold Water in all rooms
W. R. Campbell PRINCE GEORGE

Gosse Cold Storage Ltd.



Custom Processing
And Freezing of
Wild Game & Fish
Our Specialty

WHOLESALE AND RETAIL MEATS

Hein Jewellery

Silverware and China - LeRoy Diamonds
Bulova, Rolex and Longines watches
Engraving - Guaranteed Watch Repairs



G. B. Williams

For 35 Years - Trappers, Hunters
Prospectors & Ranchers Outfitted
On 3rd. Ave. - Pr. George, B. C.



JAMIESON'S BOWLING ALLEY



OPEN FROM 1 P.M.
UNTIL MIDNIGHT
PRINCE GEORGE, B.C.

I. B. Guest

Novelties, Fishing Tackle,
Photo Supplies, Cameras, Stationery, Gifts

Walter Flynn QUALITY GROCERIES

SOUTH FORT GEORGE, B.C.

Northern Planing Mills Ltd

MANUFACTURERS OF
Western White Spruce and
Inter-Mountain Fir

PRINCE GEORGE B.C.

Six Mile Lake Sawmills

Limited

LUMBER MANUFACTURERS

Dealing In Western White Spruce For
Domestic and Export Markets
PRINCE GEORGE

Bater Electric Service

Electric Motor & Generator
and Repair Specialists Rewinding
PRINCE GEORGE, B.C.



ANDERSEN'S LUMBER YARD
LUMBER AND BUILDERS' SUPPLIES
GENERAL CONTRACTORS
CANADA PORTLAND CEMENT



of freehold. This high qualification led to a peculiar incident in the celebrated Naniamo election held on June 23, 1859. The candidate was Captain John Swanson, of the Hudson's Bay Company's steamer Labouchere and Captain Charles E. Stuart was the only qualified voter! According to the return Captain Swanson was duly elected by a Majority of one! The Colonist very rightly remarked thereupon: "This caps the climax of all elections that were ever heard of, where the Anglo-Saxon language is spoken."

The Legislative Council of Vancouver Island for 1860, which was a body nominated by the Governor, consisted of: Hon. John Work, Hon. Roderick Finlayson, Hon. David Cameron, judge, Hon. Donald Fraser, clerk; Rev. Edward Cridge.

The House of Assembly as elected consisted in 1860 of the following members: for Victoria City, George H. Cary and Selim Franklin; for Victoria District, H. P. P. Crease, A. Waddington, and Dr. W. F. Tolmie; for Esquimalt Town, G. T. Gordon; for Esquimalt District, Dr. J. S. Helmcken and James Cooper; for Lake District, G. F. Foster; for Sooke, W. J. Macdonald for Saanich, John Coles; for Salt Spring Island, J. J. Southgate; for Naniamo, A. R. Green.

Before the expiration of this House there were a number of changes, of which the most important were the resignation of Messrs. Crease and Waddington and the election of Joseph W. Trutch and Dr. James Trimble as their successors; the resignation of Messrs. Cooper and Green who were succeeded by R. Burnaby and D. B. Ring respectively; and the resignation of G. T. Gordon and the election in his stead of Thomas Harris, who was himself succeeded by William Cocker.

The chief sources of revenue were a tax of one per cent assessed upon the market value of real estate, trading licenses, liquor licenses, and harbour dues. The proceeds from the sale of Crown lands, though included in the colonial revenue, were strictly applicable to the support of the civil list, as the colony found to its sorrow when the trouble with Governor Kennedy arose a few years later.

In 1861 the revenue was 25,291 pounds, of which almost one-half arose from land sales and land tax; in 1862 24,017 pounds; in 1863, 30,000 pounds in 1864 (estimated) \$188,520. The apparent decrease in 1862 arose because that year's instalments due by the farmers on lands purchased by them were postponed on account of losses sustained during the preceding winter, which had been unusually severe.

The total estimated income of the colony of Vancouver Island for 1864 was \$385,869, but this included areas

SUPERIOR LAUNDRY & CLEANERS

Commercial and Millwork Given
Special Attention - Prompt Delivery

Box 364

Prince George

McCullagh, The Jeweller

Diamonds, Watches, Expert Repairs
C.N.R. Watch Inspector



John McInnis DEALER IN LUMBER

& Builders' Supplies
Box 51 - PRINCE GEORGE

G. S. WOOD, Phm. B. PRESCRIPTION DRUGGIST

Beaded Indian Leather Work

Hans Roine Planing Mill

LIMITED

Exporters of Western White Spruce

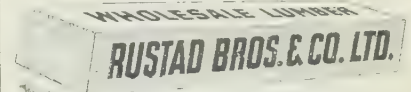
Log Cabin Siding

Clear Fir a Specialty

Phone 512 x-1

Prince George, B.C.

Box 729



LUMBER MANUFACTURERS

WESTERN WHITE SPRUCE & DOUGLAS FIR
FOR EXPORT & DOMINION MARKETS

Phone 211-R-2

Box 696

PRINCE GEORGE, BRITISH COLUMBIA

STRAND and PRINCESS THEATRES

TRANS WEST THEATRES LTD.
H. G. Stevenson, Gen. Mgr.

FIRST RUN PICTURES - ALWAYS A GOOD SHOW
TWO SHOWS NIGHTLY AT 7 AND 9 P.M.

NECHAKO BAKERY

Quality Breads & Cakes

Tel. 53 R-1 - Pr. George, B.C.



TEL. 3

Wm. BEXON

BOX 409

Quality Groceries and Table Supplies

Hughes & Ratledge

Smart Clothes for Mother and Daughter

Northwest Produce

Quality Groceries - Fresh and Cured Meats - Fruit & Veg.

Gus Peeters MEAT MARKET

Choice Quality Fresh and Cured Meats

VANDERHOOF B.C.

Ernie's Garage

J.E. Philpott & Sons
MODERN EQUIPMENT

NEW GARAGE

MODERN (1st Class) REST ROOMS

VANDERHOOF, B.C.

Tourist Information



of revenue, sums due from British Columbia, advances to agents and heads of departments, the remainder of a loan, moneys due by Victoria City, and by the Home Authorities, and other sources. These items were included

VANDERHOOF, B.C.

NECHAKO TRANSFER

& Moores Motor Service



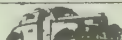
General Hauling Anywhere In District 17
By Permit — Anywhere In B.C.
Standard Oil Products — Tires & Tubes

REID HOTEL

FULLY LICENSED
Rooms with Private Bath



Central Stages



SCHEDULED PASSENGER & EXPRESS SERVICE
From - VANDERHOOF to PRINCE GEORGE
Connecting with Greyhound Bus
Tuesdays, Thursdays, Saturdays

VANDERHOOF HOTEL

"The Northland's Finest"

(K. Frederiksen, propr.)



Geo. Ogston Notary - Insurance
NECHAKO VALLEY FARMLANDS

Bowmans Lumber Yard
EVERYTHING FOR THE BUILDER

L. C. FRENCH

GROCERIES — DRYGOODS
HARDWARE
Agents:
John Deere Farm Machinery



Hawker's

Meat Market

Wholesale and Retail

NECHAKO MOTORS

GENERAL MOTORS DEALERS

Automobile Repairs Braising, Welding
Super Shell Gasoline and Body Work
Parts and Accessories



Taylor Brothers Vanderhoof, B.C.
Hardware & Furniture Dealers — Agents: Imperial Oil

FORT ST. JAMES B.C.

FRASER'S STORE

Bruce Russell

GENERAL MERCHANDISE
GAS, OIL, ETC.

Agent—SHELL OIL CO. of B.C., LTD.



Stuart Lake Hotel & Coffee Shop
Dan FRASER, prop. - FORT ST. JAMES, B.C.

L. R. DICKINSON

OUTFITTING HEADQUARTERS FOR
MINERS, PROSPECTORS
FORT ST. JAMES and PINCHI LAKE, B.C.



to make the estimated revenue exceed the estimated expenditure. When they are excluded (as not being properly revenue) the estimated expenditure is found to exceed the income by about \$107,000.

The sessions of the Legislature were very lengthy, for example, the first session extended from March, 1860, to February, 1861; the second June, 1861, to January, 1862; the third, March 1862, to December, 1862; the fourth and last, January, 1863, to February, 1863. But an examination of the laws passed during all these sessions shows few really important statutes. In that class were Acts: to enable evidence to be given on oath before committees of the House; for preventing the disposal of intoxicating liquors to Indians; for providing a system of resignation of titles to land; for licensing the sale of intoxicating liquors; for enabling aliens to own real estate; for the naturalization of aliens; for the resignation of bills of sale; for regulating pawnbrokers; for facilitating the recovery of moneys due on bills of exchange and promissory notes; and for increasing the representation of Victoria city from two to three members. In reference to the last named act it may be pointed out that practically all the members, though sitting for other constituencies, had their homes in Victoria.

The power contained in the grant of 1849 to the Imperial authorities to re-take the colony was exercised in 1859. Pending the formal re-conveyance an arrangement was made between the Crown and the Hudson's Bay Company by which the former became entitled to deal with the land in the colony. The grant had provided that on this resumption the company should be reimbursed "the sum or sums of money theretofore laid out and expended by them in and upon the said Island and premises and of the value of their establishments, property, and effects then being thereon." The settlement of this amount dragged on for years. The company at first claimed the enormous sum of 225,000 pounds on the supposition that Crown would take over its establishments as well as repay its expenditures in connection with the fictitious attempt at colonization. But the Colonial Office refused to consider anything except the sums claimed to have been laid out under the latter head. After prolonged investigations and negotiations the amount was settled at 57,500 pounds, which sum was paid in two instalments of 25,000 and 32,500 pounds respectively, on June 29, 1860, and October 6, 1862. Finally, on April 2, 1867, the company re-conveyed the island, with the exception of the lands sold by it, the Church reserve of about twenty-two acres, the Upland Farm of one thousand, one hundred and forty-four

TRIANGLE GARAGE

FORT ST. JAMES, B.C. - On Beautiful STUART LAKE

Repairs on all makes and types of vehicles
Prompt and Courteous Service
Hunting, Fishing & Mining Information

Stuart Lake Planers

CARNELL & ILLEBRUN

CUSTOM PLANING - Exporters of Northern Spruce & Fir

VANDERHOOF to BURNS LAKE

FORT FRASER PLANING MILL

Manufacturers of:
WESTERN WHITE SPRUCE, FIR and PINE
Rough and Dressed

Fort Fraser, British Columbia

Fraser Lake Sawmills Ltd.

General Store — Imperial Gas
Sash, Doors, & General Builders Supplies
Imperial Gas & Oil—International Harvester
Trucks & Implements—Fraser Lake B.C.

FRASER LAKE

BURNS LAKE, B.C.

Central B.C. Lumbermen's Co-operative Association

(Owned and Operated by Member Sawmills)

LUMBER MANUFACTURERS

Dealing In Western White Spruce For
Domestic and Export Markets

Inquiries Invited

Tel. 3-Long

Burns Lake, B.C.

D.G. BOYD

BOOKS and STATIONERY

Patent Medicines, Confectionery

Beck

HARDWARE CO. LTD

Hunters' and Trappers' Supplies
Fishing Tackle

FRASER & ALLEN

INCOME TAX SPECIALISTS
ACCOUNTING - BOOKKEEPING
BURNS LAKE

★STAR PLANING MILLS★

SPRUCE & PINE LUMBER
Sawmill: Babine Lake
Planing Mill & Yard: Burns Lake
BURNS LAKE BRITISH COLUMBIA

Babine Lumber Co. Ltd.

ROUGH and DRESSED SPRUCE and PINE LUMBER
BURNS LAKE B.C.

Log Cabin Snack Bar & Rooms

Meals, Lunches, Tobaccos, Good Coffee
Look For The Neon Sign



BURNS LAKE Cash & Delivery

S. TURNER Manager

General Merchant

Flour, Feed Vegetables - Fresh and Cured Meats

Burns Lake B. C.

"Gateway to Tweedsmuir Park"

**Radio Repairs & Appliances**

EXCLUSIVE "PHILCO" AGENT

General Radio & Appliance Sales and Service

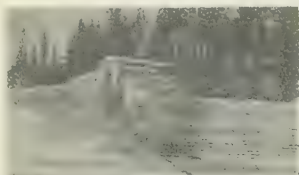
"We GUARANTEE Satisfaction"

NEW OMENICA CAFE

THE "NORTHLAND'S FINEST"

FULL COURSE MEALS
GOOD FOOD — QUICK SERVICE**Percy's****POOL PARLOUR**Soft Drinks, Tobaccos, Confectionery
Automatic Saw Filing Machine**BURNS LAKE HARDWARE
& GARAGE LTD.**Builders' Supplies - Sporting Goods
Harness - Furniture - Paints and Oils
Camp and Miners' Supplies, etc.
Chevrolet and Oldsmobile Dealers

DECKER LAKE, B.C.

**DECKER LAKE LUMBER
COMPANY**

Lumber Manufacturers

Dealers in Western White Spruce

Decker Lake, British Columbia

Decker Lake Auto Camp

Clean Housekeeping Cabins

O. H. Miller

Decker Lake General Store

GENERAL MERCHANTS

GROCERIES - MEATS - FISH

FEED - DRYGOODS

Fishing and Hunting Supplies

**DECKER LAKE GARAGE**

Martin Brothers

Imperial Oil Service - Welding -

General Repair Service

**Decker Lake Hardware**

HARDWARE and MENSWEAR



TOPLEY, B.C.

Topley Hotel & General StoreFULLY
MODERN

Gas & Oil, Tourist Information

TOPLEY, B.C.

Topley Garage & TaxiC. L.
Watson

General Repairs - Imperial Products

TOPLEY, B.C.

acres, the North Dairy Farm of four hundred and sixty acres, the Beckley Farm of fifty acres, the fort property at Victoria, and certain lots in that town. It must in justice be admitted that if the company did not make a success of the colony, it certainly did of the negotiations.

The Legislative Council, which was re-nominated in 1863, was composed of the following persons: Hon. Roderick Finlayson, Hon. Donald Fraser, Hon. David Cameron, Hon. Alfred J. Langley, Hon. Edward G. Alston, and Hon. Alexander Watson.

The House of Assembly as elected in 1863 contained thirteen members, for though Victoria had now three members, Esquimalt district had but one. The constituencies and their representatives were: Victoria City, Dr. J. S. Helmcken, G. H. Cary and Selim Franklin; Victoria District, Dr. Wm. F. Tolmie, Joseph W. Trutch, and Dr. James Trimble; Esquimalt Town, Wm. Cocker; Esquimalt District, Robert Burnaby; Lake District, George F. Foster; Sooke District, William J. Macdonald; Saanich District, John Coles; Salt Spring Island District, J. J. Southgate; Nanaimo District, D. B. Ring.

The Speaker of this House, as of its two predecessors, was Dr. J. S. Helmcken; the Clerk was E. J. Nesbitt.

The number of voters in each district was: Victoria Town, 331; Victoria District 97; Esquimalt Town, 50; Esquimalt District, 61, Lake District, 57; Sooke District, 15; Saanich District, 29; Salt Spring Island District, 29; Nanaimo, 32.

The officials of Vancouver Island in 1863 were: William A. G. Young, Colonial Secretary; Joseph Porter, Chief Clerk; George Hunter Cary, Attorney-General; A. Hensley, Clerk; Alexander Watson, Treasurer; J. Despard Pemberton, Surveyor-General; Robert Ker, Auditor; Thomas R. Holmes, Clerk; Edward Graham Alston, Registrar-General of Deeds; Charles G. Wyly, Assessor; Henry Wootton, Postmaster and Harbour Master; J. M. Sparrow, Clerk.

The officials of the colony of British Columbia at that time were: Colonel R. C. Moody, officer in command of the Royal Engineers and Chief Commissioner of Lands and Works; William A. G. Young, Colonial Secretary; Charles Good, Chief Clerk; John Connell, Clerk; J. Judson Young, Clerk; William D. Gossett, treasurer (absent on leave); Chartres Brew, acting treasurer; John Cooper, Chief Clerk and Cashier; John Graham, Clerk; Alexander Calder, Clerk; John Wolsey Clerk; F. G. Claudet, Chief Assayer, Assay Department; Charles A. Bacon, Chief Melter; F. H. Bousfield, Assistant Assayer; W. Hitchcock, Assistant Melter; Henry Perring Pellew Crease, Attorney-General; Wymond O. Hamely,

Collector of Customs; W. H. McCrea, Chief Clerk; Charles L. Wyld, Revenue Officer; John C. Haynes, Revenue Officer at Rock Creek; Robert Ker, Chief Clerk in Auditor's Office; T. R.

HOUSTON, B.C.

HOUSTON PLANER CO.

Lumber Manufacturers

Specialists in Western White Spruce
and Lodgepole Pine

Telephone 80-Z

P.O. Box 1

HOUSTON B.C.

Houston Garage

N. BYMAN, propr

General Repairs - Imperial Products - HOUSTON, B.C.

Houston Cash & Carry

QUALITY GROCERIES, DRYGOODS, HARDWARE

NOW OPEN

**HOUSTON HOTEL**

Fully Modern In Every Respect

HOUSTON, British Columbia

Houston Meat MarketWholesale
& Retail

Top quality Meats and Fish

Phone 86-Z 2S, 2L

The "HUB"**Shopping Centre of the Bulkley Valley**

Ladies, Men's, & Children's Ready-To-Wear

Quality

TELKWA, B.C.

Sport Tags

R.S. SARGENT LTD. GENERAL MERCHANTS

HOME Gas and Oil - Campers Supplies - TELKWA

Bulkley Valley Co-operative Ass'n.

Central Selling Agency For Quality Farm Products

BULKLEY VALLEY CREAMERYMakers of 'Bulkley Valley' Brand Butter
Telkwa B.C.

TELKWA, British Columbia



TELKWA HOTEL

C. P. BUSSINGER, Prop.

TELKWA "THE BEAUTY SPOT OF THE NORTH"

T. F. & M. MILLS

(E. B. Thompson & J. D. McTavish)

Manufacturers of Western White Spruce
and Pine - Rough & Dressed

TELKWA, B. C.

F.W.A. MAPLETON NOVELTIES & GIFTS

Patent Medicines, Sporting Goods, Fishing Tackle



Telkwa Taxi

H. J. GORLEY
DAY 9-X - TELEPHONE - NIGHT 9-X

Quick, Courteous 24-hour Service

Trips to Any Point in British Columbia
We meet all trains

TELKWA, B. C. Beauty Spot of the North

SMITHERS, British Columbia

NORTHERN INTERIOR FOREST PRODUCTS LIMITED

Lumber Manufacturers

Dealing In: SPRUCE, HEMLOCK, CEDAR & PINE

SMITHERS, B.C.

McRAE HOTEL



SMITHERS

B.C.

Heggie's The Smartest **Cafe** in The North
SMITHERS, B.C.

Eby's HARDWARE

SHELF AND HEAVY HARDWARE

5 to 25 Cent Department

DRY GOODS



"Nick" The Jeweller
"Expert Watch Repairs"

Olson's Furniture & Hardware
"EVERYTHING FOR THE HOME"

Sporting Goods



Holmes, Clerk; James Cooper, Harbour Master; Arthur T. Bushby, Registrar General of Deeds; William Spalding, Postmaster.

The judicial and magisterial offices of the colony of Vancouver Island in 1863, were: David Cameron, Chief Justice; Thomas G. Williams, Registrar of the Supreme Court; Richard Woods, Clerk of the Writs; William B. Naylor, Sheriff; Augustus F. Pemberton, Stipendiary Magistrate at Naniamo; Edward Stamp, Justice of the Peace at Barkley Sound; Commander J. W. Pike, R. N. and Lieutenant E. N. Verney, holding commissions as Justices of the Peace on the Coast Service.

Those occupying similar offices on the mainland at the same time were Matthew Baillie Begbie, Judge; Greville C. Mathew, Registrar of the Supreme Court; Chartres Brew, Chief Inspector of Police; Peter O'Reilly High Sheriff and Magistrate at Williams Lake; J. B. Gaggin, Police Magistrate at Douglas; E. Howard Sanders, Police Magistrate at Yale; H. M. Ball, Magistrate at Lytton; William G. Cox, Magistrate at Kamloops; Andrew C. Elliott, Magistrate at Lillooet; Thomas Elwyn, Magistrate at Cariboo; and Phillip Henry Nind, then absent on leave. It was the policy of the Government to change the residence of these magistrates from time to time. They will therefore be found in many different places.



LETTERS,

(continued from page 1)

loon Lake Fishing Camp, west of Little Fort, and found it so interesting about the Cariboo and the country that I want to take it regularly.

L. C. Scharpf.

Eugene, Ore., U. S. A.

Find enclosed a postal (for \$5.00) Five Dollars for two years subscription for the "Cariboo & Northwest Digest." I have already received some few copies of this magazine and enjoy it. Thanking you in advance...

H. D. Webber.

Westbank, B. C.



R. W. CALDERWOOD

Anything from \$1,000 to \$20,000

Buckley Valley Farm & Business Investments

INSURANCE
REAL ESTATE
AUCTIONEER

SMITHERS, British Columbia



BULKLEY HOTEL

— The Leading Hotel of
SMITHERS, BRITISH COLUMBIA

Headquarters for Commercial

Travellers and SPORTSMEN

Fully Modern -:- Licensed Premises

The PRINCESS SHOPPE FOR GIFTS

RCA Victor Records - Columbia

Decca and Scandinavian

Confectionery - Soft Drinks - Tobaccos

SMITHERS, B.C.



Wilson's Bakery

Breads—Cakes—
Wholesale & Retail—



HOTEL HUDSON

SMITHERS, British Columbia

Goodacre's Grocery SMITHERS B.C.

Groceries - Meats, Fresh Fruits and Vegetables

WALL'S TAXI

3 CARS — COURTEOUS DRIVERS

Tel - Day 48

Night 70

Charter Trips Anywhere

SMITHERS, B.C.



BOVILL MOTORS

Chrysler and Plymouth Cars

Fargo Trucks

General Repairs

Imperial Oil Products



SMITHERS GARAGE LTD.

General Motors Dealers

Chevrolet Specialists

Chevrolet



HOSKINS GARAGE

AAA EMERGENCY SERVICE

ACETYLENE WELDING

GENERAL BLACKSMITHING

FORD SALES and SERVICE



MUIRHEAD BROTHERS

A Complete Line of Ladies', Men's and
Children's Wear — Boots & Shoes

Hazelton, British Columbia

NEW HAZELTON HOTEL

GUS CHRISTIANSON, Proprietor
GOOD FISHING and HUNTING
IN SEASON

Guides Supplied for Tourists

Newly Decorated Throughout
RUNNING HOT and COLD WATER IN
EVERY ROOM

Modern Conveniences
RIGHT ON THE MAIN HIGHWAY
NEW HAZELTON, B.C.

MYROS & SMITH LTD.

General Merchants

HAZELTON

B. SARGENT

GENERAL MERCHANTS

POST OFFICE SOUTH HAZELTON, B.C.

GRANDVIEW HOTEL

Clean and Comfortable — "HOME" Gas and Oil
LICENSED SOUTH HAZELTON, B.C.

ARTS GARAGE

A. L. Warren, proprietor
HOME GAS & OIL PRODUCTS
Complete Repair Service — Welding

TERRACE British Columbia

J.H. SMITH LIMITED

GENERAL MERCHANTS
A Complete Line of Men's Wear,
Groceries, Drygoods, Footwear,
Sporting Goods, Fishing Tackle
and Campers Supplies

TERRACE, B.C.

SANDE LUMBER MILLS

LUMBER MANUFACTURERS

HEMLOCK CEDAR SPRUCE

ROUGH OR DRESSED TIMBER PRODUCTS

C.N.R. SHIPPING POINT

TERRACE, B.C.

EMPIRE MEAT MARKET

QUALITY FRESH & CURED
MEATS
Fresh Fruit & Vegetables

TERRACE DRUGS

B.R. Dodds, proprietor)

DRUGS



STATIONERY

PETER BENOIT

CONTRACT TRUCKING

Specializing in LOGS, POLES and LUMBER

Box 113

TERRACE, B.C.

THE ODD ONE - cont. from page 9

the Inspector. "Who on earth ever gave you your stripes?"

Sandy scratched uncomfortably as he spoke apologetically, "Didye ever ken Major MacLeod o' Calgary. Him as had the string of pinto polo ponies? Well, I wuz fair hony at the shoen' as Am a but o' a block-smith."

"Hum," mused the Inspector aloud "I'll swear to the black part of it anyway. You are a disgrace to the Mounties. Did you ever do anything that was a credit to the Force?"

"Yes, Sor, Ma credit is gude at ony Hudson's Bay Post in the North."

"For rum, I'll warrant," cackled the Inspector. "Again I ask you. Have you ever done anything to hold up the traditions of the North West Mounted Police? Did you ever get your man?"

"No, Sorr," the Sergeant leered, "But I've had dom guid luck wi' the wimmen!"

The young Mountie stamped out of the room as the Mining Recorder reached for another coal...

Author's Note: All names used in this article in connection with the "Mounties are fictitious and any coincidental similarity is due to accident. With the exception of Corporal Bowen, who was all man.



"I still think we took a wrong turn somewhere!"

HAZELTON HOTEL

Clean and Comfortable
Hot and Cold Water in All Rooms
Springfilled Mattresses

SPENCER'S GARAGE

WHITE MOTOR TRUCKS - CLETRAC
TRACTORS - CARGO WINCHES
Isaacson Dozers - Logging Equipment



NORTHERN PRODUCE COMPANY LIMITED

PRESIDENT SYD C. THOMSON
DIRECTOR LEN F. BREWERTON

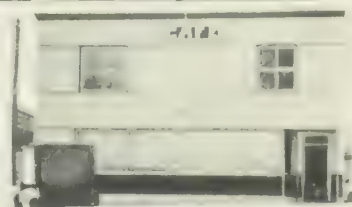
Wholesale Fruit, Produce and Eggs

P.O. BOX 909,
PRINCE RUPERT, B.C.

TERRACE

LITTLE HAUGLAND & KERR LTD. LUMBER MANUFACTURERS

Poles, Piling, Ties, Boomsticks, Shingles
Western Hemlock, Red Cedar, Cottonwood,
Sitka Spruce Our Specialty



SILVER TIP CAFE

JAMES WONG, Proprietor

A Good Place to Eat

Good Food — Quick Service

TERRACE

BRITISH COLUMBIA

Corner Snack Bar

"TRY OUR HOSPITALITY"



TERRACE HOTEL

P. Murie, Proprietor

FULLY LICENSED

Electric Light - Hot and Cold Water
Accommodation for Commercial
CAFE



The HOME GRILL

Specializing in Home Cooked Meals
Soft Drinks — Confectionery — Tobaccos
(Mrs. R. C. Jackson)
TERRACE, B.C.

TERRACE THEATRE

WESTERNS - DRAMA - MUSICALS - COMEDIES
TUES & WED THURS & SAT
SATURDAY MATINEE TERRACE, B.C.

PRINCE RUPERT, B.C.

TERMINAL NEWSTAND

(At City Bus Depot)
Tobaccos — Confectionery — Magazines
Periodicals & Newspapers
PRINCE RUPERT, B.C.

PARAMOUNT CAFE

(Harry Chow, proprietor)
Specializing in Chow Mein & Chop Suey
SEA FOODS — STEAKS & CHOPS
Port Edward, B.C.

The BROADWAY

Dine at Prince Rupert's Smartest Cafe
Famous For
Fine Food, Cleanliness & Courtesy



THE REFUGEES

continued from page 11

them and soon they walked on giant sheets of flat ice, with no break in the cold expanse. That was when some became fearful and talked about turning back, but the leader paid no heed. The group grumbled, but they continued to follow him, their progress slower with every passing day of hunger. Another child died and they left it under a slab of ice.

White wolves found their trail and haunted the mists around them. The ferocious packs were really dangerous, and well the people knew it. Now the leader shouted harshly at the stragglers, striving to keep the group in marching order for protection. And once, when a guard straggled behind, he raised a fearful cry and the people saw five of the huge wolves charging the man. The leader raced toward the straggler, other men with him. They flung their clubs and one of the animals sprawled on the ice. The other wolves turned and fled, and in a moment the men had killed the wounded beast. They fell at once on the carcass, ate, and then trudged eastward again.

They lost track of time. There was no longer a day and a night; there was only this gray half-light of fog and the blue white of the ice under their feet. The wind screamed across the wastes and the dust-like snow whispered and hissed, while back in the mists the hidden wolves howled.

But the leader rallied the refugees with the fierce strength of his will. Just a little farther, he told them; soon they would reach good game country. This ice was a solid sheet, fast anchored to land; they must be crossing a frozen bay, and as soon as they reached the land on the farther side all their troubles would be over. The people listened to his promises, stumbling along at his heels and trusting to his guidance.

Those promises seemed worthless during the next few days. Weakness dragged at the band, hunger making them listless. An old crone managed to slip out of the group and tarry behind. They heard a faraway scream then the wolves howled and the people huddled closer together in their fear. Slowly the miles passed, with hope nothing but an illusion.

Then, after the food bags were emptied of the last scrap of food, the leader's feet scuffed on soil again. His shout heartened them and they cast around for a ridge on which to seek the edible moss. Soon a patch was found and they ate greedily of the flavourless fare. They moved slowly forward once more, the country beginning to change within the fog-bound limits of their vision. First were a

series of low ridges, with moss patches on each rise to guarantee that starvation was no longer the certainty it had seemed.

A day later they saw game. Large white hares were glimpsed, hopping along just out of reach. Twice the animals paused on snow drifts, trusting to their white color for camouflage, and the men stalked close and hurled their clubs and secured victims.

They dared to hope again, for the fog rolled clear for a while and on ahead, against the horizon, they saw the outline of a low mountain similar to the hill country they once had known. Eagerly they headed that way, though the wind whipped the fog around them long before they could reach the higher land. But they trekked on, and as the ground sloped gradually upward from the sea ice the game signs became more plentiful. They discovered another community of the white foxes, this time finding some Arctic hares cached in the foxes' food-store hole. The leader ordered all to carry stones, and each time they sighted a hare or a fox a shower of missiles was hurled at the fleeing animal and sometimes a lucky hit bagged a victim.

Next day they reached the base of the low mountain, the flat sea-ice only a dismal memory behind them. The refugees felt that their troubles were over, for along the foot of the mountain were plentiful signs of food and they managed to secure eight of the large hares and a couple of foxes. This was enough for a small feast, so the leader looked around for a suitable camp-site where they could rest and eat.

Then a terrible cry of fear rang out. A huge white bear had loomed out of the fog and the animal was coming directly towards them. Quickly the leader rallied the people, urgently whispering his orders. The women backed against a rocky wall with the children shielded behind them, the men placing themselves in front. Everyone hurried to pick up stones for throwing. Then they waited, frightened but resolute under the leader's stern example.

The bear had no fear of them at all. It was a huge beast, nearly ten times the weight of the largest man in the group. At first it advanced swiftly,

PRINCE RUPERT, B.C.

WATTS & NICKERSON

FOR Men's Fine Clothing
and Furnishing



Fashion Footwear



Men's, Boys' and Girls' Shoes

X-RAY FITTING

Ladies' Shoes and Slippers

PHANTOM Hosiery

DURABILT Luggage & Handbags



LONG MOTORS

DOUG FRIZZELL

Dealers in all General Motors Products



OLDSMOBILE
GMC TRUCKS

PRINCE RUPERT, B.C.

Bacon Fisheries

FRESH, SMOKED AND SALTED FISH

Producers and Distributors of
Prince Rupert Seafood Products
PRINCE RUPERT, B. C.



DOM'S DEPARTMENT STORE

Home of Quality & Style

LADIES' & CHILDREN'S WEARING APPAREL

Shoes and Smallwares

At McBride & 4th PRINCE RUPERT, B.C.

For: Sporting Goods and
Tourist Information



KAIEN HARDWARE

WHEN IN PRINCE RUPERT IT'S

555 TAXI

SHELL GAS & OIL PRODUCTS

Dan's Service Station

GAS & OIL - GENERAL REPAIRS - PRINCE RUPERT, B.C.

REX CAFE Opposite Prince Rupert Hotel
CHOP BUEY Chinese Dishes a Specialty CHOW MEIN

LINDSAY CARTAGE & STORAGE LIMITED

Agents for: CANADIAN LIQUID AIR Oxygen and Acetylene Supplies
and Accessories



Furniture & Piano Moving
Complete Service

Pool Car Distributors
Packing, Crating and Shipping



Prince Rupert, B.C.

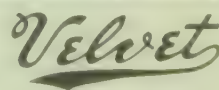


H.F. SWAFFIELD

DISTRIBUTORS FOR

DELNOR Frozen Foods - VELVET Ice Cream

Fountain Fruits & Syrups



ICE CREAM

then the shaggy monster became puzzled by their motionless silence. This made the beast suspicious, and it moved off to one side, then turned

and lumbered the other way, but each time it came a little closer to the huddled people.

The leader held them still, but finally the animal lost its wariness and advanced directly on them and at the nearness of its great bulk one child whimpered with fright. The bear heard the sound and reared to its full height, only a few yards from their cowering position. At that moment the leader shouted and the rocks were thrown. The missiles rained on the bear and the startled beast slapped viciously at the annoying stones. With a shout the leader rushed forward, swinging his weapon. The bear dropped to all fours and half turned as if to retreat. At that lucky moment the leader's axe club whirled down with all his strength behind the blow, the blade catching the bear behind the ear. The beast staggered, momentarily stunned. Forgetting their caution, the other men sprang forward and used their clubs swiftly and savagely, and in a brief moment the giant creature was dead.

Afterwards, when they were camped beside the bear's carcass and everyone had joyously feasted full, one of the younger women doubled up in a curious way and started moaning. Other women hurried to help her, carrying her into a shelter, and in a short time a fine baby boy was born.

The leader was pleased when they told him about the boy-baby. He announced that they would stay camped a few days, resting and feasting until the young mother was able to travel. But even while he was talking, his eyes were roving towards the mountain and he was wondering what was on the other side. He planned to lead the band over that mountain, sure in his heart that they would find a fertile land of plenty, somewhere beyond...



DAWSON CREEK



Erickson's Radio Service

Natural Gas & Propane Gas Ranges

EVERYTHING ELECTRICAL

DAWSON CREEK, B.C.

DAWSON AUTO ELECTRIC

Brinson & McLevis, proprietors

Magneto, Generator, Carburetor,
Fuel Pump & Tune-up Services

DAWSON IMPLEMENTS

Massey-Harris Farm Implements

WASHING MACHINES

Agents For:

HUDSON CARS

RED TRUCKS



DAWSON CREEK

W. O. HARDER

WHOLESALE AND RETAIL

DEPARTMENT STORE

Everything To Eat, Wear, & Use

HUDSON BAY BLANKETS

100 percent Virgin Wool Shirts & Jackets for the Family
English Bone China — Souvenirs

QUALITY

Dawson Creek, B.C.

SERVICE

NEW PALACE HOTEL & CAFE

Mile 'Zero's' Smartest Restaurant

Clean Comfortable Rooms

DAWSON CREEK, B.C.



New
Alaska Lunch

Operated by

Mrs. L. Cameron

Light Lunches — Confectionery

1323 Alaska Highway Dawson Creek, B.C.

TELEPHONE 61

Union Taxi



Dependable 24 Hr. Service

Courteous Service Careful Drivers



DAWSON HOTEL

Northern Headquarters for Tourists
and Commercial
Travelers

DAWSON CREEK, B.C.

THOMPSON MOTORS

Complete Engine Rebuilding Service

CYLINDER REBORING VALVE SEAT

INSERTS INSTALLED

INSTALLATION OF CYLINDER SLEEVES

FOR
QUICK EXPERT REPAIRS
Lathe Work and Welding

On Heavy & Light Machinery,
Lumbering and Farm Equipment
LET

NORTHERN SERVICE Ltd

DO THE JOB

Freight Distribution up the Alaska Highway
to Fairbanks

Lumbering, Sawmills and Wholesale Lumber
Tractor Operations — Land Clearing
Excavating, Road Construction and House Moving
J. Gordon Wilson

WILSON FREIGHTWAYS

DAWSON UNIVERSAL SALES LTD.

PONTIAC BUICK CARS - G.M.C. TRUCKS

Parts, Sales and Service

COCKSHUTT FARM MACHINERY

Sales and Service

Cameron Garage

COMPLETE GARAGE & MACHINE SERVICE

WELDING — IMPERIAL OIL PRODUCTS

1321 - Alaska Highway Dawson Creek, B. C.

N.B.C. Agencies Dawson Creek, B.C.

REAL ESTATE

"OLIVER" Farm Machinery "CLETRAC" Tractors
Agents: PEACE RIVER CROWN LANDS

POUCE COUPE IMPLEMENTS

J. Hunter — prop

FERGUSON TRACTORS & IMPLEMENTS

Cabinets Made To Order

POUCE COUPE, B.C.

NORTHERN FREIGHTWAYS

Dawson Creek

LIMITED
Trucking Contractors

Dawson Creek, B. C.

HEATED
and REFRIGERATED
VANS



HEAVY
HAULING
SPECIALISTS

SCHEDULED SERVICE between EDMONTON and DAWSON CREEK, B.C.
Including Way Points. CONTRACT TRUCKING to all Points on the
ALASKA HIGHWAY

Edmonton

DAWSON CREEK B.C.

Thompson Electric LIMITED



Electrical Contractors-Refrigeration Repairs
Electric Appliances & Service - Dawson Creek

DAWSON CREEK, B.C.

Jack Patterson's

DAWSON CREEK BRITISH COLUMBIA
MEN'S WEAR
FOOTWEAR
Hunting & Fishing Licenses Issued

CAPITAL JEWELLERS

SILVERWARE - CHINA LeROY DIAMONDS
BUFOVA, ROLEX & LONGENE WATCHES
ENGRAVING GUARANTEED REPAIRS

Bissett's Hardware COMPANY LIMITED



ATLAS TIRES
EVERYTHING IN HARDWARE
HEADQUARTERS FOR SPORTING GOODS
Geo. Bissett, Mgr. Tel. 33 Dawson Creek, B.C.

BLUEBIRD CAFE

24 Hour Service

Rooms and
Excellent Service
Dawson Creek, B.C.

THOS. THOMPSON

EVERYTHING A MAN WEARS
"You should be in Thompson's Shoes"

LEACH'S Tire & Radiator

DAWSON CREEK, B.C.

Service



Hardy Fruit Trees and Shrubs

ALASKA HIGHWAY NURSERIES

H. GILES, manager

P.O. BOX 838

DAWSON CREEK, B.C.

FORT ST. JOHN, B.C.

Curiston & Baker

PUBLIC ACCOUNTANTS

INCOME TAX

AUDITING

FORT ST. JOHN, B.C.



The Hon. H. Bowman, Minister of Agriculture turns the valve bringing (Alberta) natural gas to B.C. consumers at Dawson Creek. Standing by the "mike" is Westcoast Transmission Co. president, Geo. L. McMahon.

ALBERTA NATURAL GAS FOR B.C. continued from page 2

CANNOT BE GAINSAID THAT, EXCEPT FOR A FEW ISOLATED AREAS, THE INTERIOR OF BRITISH COLUMBIA, HAS IN RECENT YEARS, FAILED TO KEEP PACE WITH THE GREATER DEVELOPMENT THAT HAS TAKEN PLACE IN THE COAST AREAS. I believe that the event we celebrate today will prove to be the spark to ignite anew the flare of progress and stimulate settlement of this, the largest and most inviting agricultural empire left upon this continent--the future home of many thousands--"

Hon. C. E. Gerhart after stating that it was the policy of the Alberta Government to make sure there were enough gas reserves for Alberta users after which the surplus was available to anyone, said he felt sure the provision of natural gas to Dawson Creek would result in the industrial development of the Peace River district.

Chairman of Commissioners Joe D. Dill mentioned the developments that had taken place on that spot during the last twenty years at which time it was the centre of a wheat field.

Mr. C. O. Nickle editor of the Oil Bulletin, Calgary, said he hoped it was the start of a larger enterprise and that the time would soon come when gas and oil would be distributed thro-

HUDSON HOPE, B.C.

KING GETTING COAL MINES

"Finest Bituminous Screened Coals"

Hudson Hope, B.C.

LES. BAZELEY

Sales Manager

KING GETTING

FORT ST. JOHN, B.C.

Owner and Operator

HUDSON HOPE HOTEL

FULLY MODERN - FULLY LICENSED

Cafe & Lunch Counter in Connection

In the Heart of the Famous Peace Pass

Big Game Hunting & Fishing Centre

Guides and Outfitters Arranged For

Hudson Hope, B.C. N. Verville, mgr.

Loy Cabin Auto Camp and Coffee Pot Cafe

TOM
MARTIN

CABINS & HOME COOKED MEALS

In the Home of the Famous Peace Pass Hunting
& Fishing Country HUDSON HOPE, B.C.

Hotel Western

(E. M. MILLER, proprietor)

FULLY MODERN - COMFORTABLE

HOT & COLD WATER - BILLIARD HALL

FULLY MODERN CABINS

Hunting & Fishing Parties Arranged In The Peace
Pass Area HUDSON HOPE, B.C.

FORT ST JOHN, B.C.

STRANG'S HARDWARE

& Builder's Supplies

"Everything In Hardware"

& Building Supplies



Olsen Transport Ltd.

Edmonton to Whitehorse

Fort St. John, B.C.

Whitehorse

Teeline

Watson Lake

Fort St John

We are prepared to accept
Contracts & Bookings for Freight
Consignments between Edmonton & Whitehorse

Write

Olsen Transport Ltd

OTTO OLSEN, proprietor

Box 132, Fort St. John

10531-117th St. Edmonton



Heated Vans
Edmonton Pickup Service
For Fast Delivery

NORTHERN MOTORS LTD.

Agent - DODGE & DESOTO CARS - DODGE TRUCKS
Tramobile, Ferguson Tractors and Equipment

Complete Garage Service,

'B-A' Oil Products

FORT ST. JOHN, B.C.



FORT ST. JOHN, B.C.

Fort St. John Lumber CO. LIMITED

Manufacturers & Exporters of
Western White Spruce
For Dominion & Export Markets
DAWSON CREEK, B.C.



CONDILL HOTEL FULLY MODERN

The leading hotel serving the northern araways
Alaska Highway and the very large
district of Fort St. John.
FULLY LICENSED LUNCH COUNTER
FORT ST. JOHN, BRITISH COLUMBIA

PEACE RIVER COAL MINES

Producers of "PEACE RIVER LUMP"

Sold Through

Clarence Schneider - Dawson Creek, B.C.
Hudson Hope, B.C.

C.C. Brooks

REAL ESTATE — INSURANCE — NOTARY
Agent: B.C. GOVERNMENT LANDS

Bowes & Herron Ltd.

Electric & Acetylene Welding
Tractor & Lathe Work
General Motors Products
"Bear" Wheel Aligning Equipment

Pick's HARDWARE

C. PICKELL
EVERYTHING IN HARDWARE
"Stop at Pickells Save your Nickels"



Garl's Machine Shop

Portable Electric Welder
Complete Motor Rebuilding



Alcan COFFEE BAR

OPEN 24 HOURS A DAY
Meals - Lunches - Confectionery - Newstand

H. A. MASON FORT ST. JOHN, B.C.
BUSINESS OPPORTUNITIES — Insurance
In The Heart of B.C.'s Best Farming District
Lots, Farm Lands, Businesses, Real Estate.

FORT ST. JOHN FURNITURE Co.

Furniture. Floor Covering. Baggage etc
FORT ST. JOHN, B.C.

DONIS HOTEL

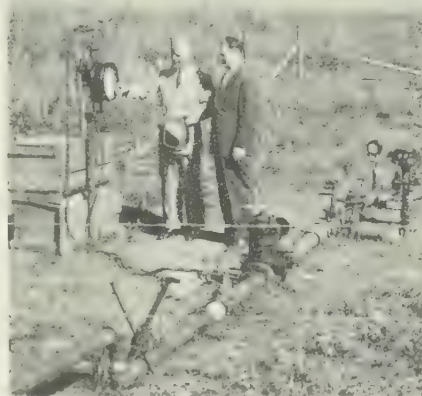
Clean, Comfortable, Hot and
Cold Baths, Friendly
Service



ughout B. C.

Other speakers were Commissioner
A. F. Clark, chairman of the Dawson
Creek Chamber of Commerce Gas
Committee, Sydney Smith M. L. A.
(Kamloops), Glen E. Braden M. L. A.
(Peace River District B. C.) and Hon.
Harry Bowman.

Do you want B. C. gas in the interior
and at the Coast or do you prefer to
have Alberta gas? The gas in the
Peace River district of British Colum-
bia is YOURS. But perhaps rather
than see your own hinterland developed
you would rather have the Alberta
surplus after it has satisfied the needs
of Alberta and the Northwest states.
Occasionally we on the northern fringe
of the province hear of a "Buy B. C."
campaign. How about a "Support B. C."
campaign? But perhaps better still put
on a "Know B. C." campaign for the
ignorance at the coast of the rest of
B. C. appears abysmal.



Minister of Trade & Industry, the Hon.
Leslie H. Eyres and Dawson Creek
photographer Vic Hansen inspect the
source of supply. Gas well was drilled
in a wheat field on the Alberta side of
the border near Pouce Coupe, B.C.



SUBSCRIPTION RATES- \$2.50 per year
in Canada \$3.00 per year in U.S.
and Foreign Countries

RENIE DHENIN

Class "A" Big Game Guide & Outfitter
SHEEP, GRIZZLY, CARIBOU, GOAT & MOOSE
Specializing in the area west of the Alaska Highway
30 DAY TRIPS ONLY

Member of Game Association No. 17
Make your reservation early

R. DHENIN

FORT ST. JAMES

Alaska Highway

Blueberry Lodge

ROOMS or CABINS

GAS, OIL, TIRES & TIRE REPAIRS

Cafe and Lunch Room

Excellent Hunting

OPEN ALL YEAR

Mile 101

Alaska Highway

Beaton River Lodge

ROOMS — CABINS — SHOWERS

CAFE and STORE

GAS - OIL - TIRES & TIRE REPAIRS

Mile 147

Alaska Highway

The DUTCH MILL

CABINS - ROOMS - MEALS

Imperial Oil Products

Tires - Tubes - Tire Repairs Minor Car R-pairs

Good Hunting & Fishing

LICENSED GUIDES ARRANGED FOR

Mile 232 Alaska Highway

GEORGE'S STORE

GENERAL MERCHANT

Hunting & Fishing Equipment

FURS and SOUVENIRS

MILE 300 FORT NELSON, B.C. ALASKA HIGH

Muskwa Cafe & Cabins

Haley & Nat

GROCERIES - LUNCHES - MEALS

"Try Our Hospitality"

ALASKA HIGHWAY'S OLDEST CATERERS

FORT NELSON, B.C.

MILE 300

ALASKA HIGHWAY

The Summit Hotel & Cafe

FIRST CLASS ACCOMMODATION
and MEALS

COMPLETE GARAGE SERVICE

WELDING & LATHE WORK

MILE 392 — ALASKA HIGHWAY

Toad River Lodge Ltd.

FIRST CLASS ACCOMMODATION
CABINS or ROOMS

CLASS "A" GAME GUIDES & CUTTERS

STONE SHEEP - GOAT - CARIBOU - GRIZZLY
and MOOSE

EXCELLENT FISHING Parties up to Four Hunters

MILE 422 — ALASKA HIGHWAY

LIARD RIVER BUNGALOW CAMP

MEALS — CABINS — ROOMS
GAS and OIL

LICENSED GAME GUIDES AVAILABLE
UPON RESERVATION

MILE 496

ALASKA HIGHWAY

endous hardship on many hundreds of persons who had in several instances spent a full year handsledding up the Stikine River and heading over Teslin Trail, from where they again turned off another ninety miles to reach Atlin. Several outfits had come overland from Edmonton, involving fourteen months of hardship in the bush to reach Telegraph Creek itself.

Lawyers reaped a great harvest from these two causes of grief, and practically every law firm of both Vancouver and Victoria sent members of their firms North to fight the numerous cases.

Alaska Highway

COAL RIVER HOTEL

RED & RITA KENNEDY

GAS & OIL - Atlas Tires at City Prices
FOR GOOD MEALS & A RESTFUL OVERNIGHT
STOP IN A BEAUTIFUL PART OF NORTHERN BC

HOT SHOWERS - INSIDE PLUMBING
REASONABLE RATES

HUNTING & FISHING TRIPS ARRANGED BY
PEOPLE WHO KNOW THE NORTH
MILE 583 - ALASKA HIGHWAY

LAIRD LODGE

ROOMS - MEALS - GAS

TIRES and TIRE REPAIRS

SHOWERS & MODERN CONVENIENCES

Game Guides Available

FOR HUNTING and FISHING TRIPS
LOWER POST, B.C. MILE 620

WATSON LAKE HOTEL

"Everything For The Traveller"

TAVERN - FULLY MODERN

Lunch Counter - Cabins

GARAGE SERVICE - TRADING POST

-CHARTERED FLYING SERVICE-

WATSON LAKE, Y.T. MILE 635

SWIFT RIVER LODGE

Clyde Wann's Service Stn No 2

GENERAL STORE

Rooms - Meals - Gas - Oil

TIRES & TIRE SERVICE TRAILER SPACE

GOOD HUNTING & FISHING

MILE 733 ALASKA HIGHWAY

McCrae Inn

Rooms - Cafe - Tavern

Gas & Oil

Reasonable Rates - On the Main Highway

Wholesale Farm Products

Kept Fresh with Modern Refrigeration

Telephone: Northwest 117-R-1

Mile 910 - Alaska Highway

Atlin in those early days was a law abiding community, but nevertheless the camp holds the distinction of being the most northerly point in Canada where the Riot Act has been read.

This happened just after the turn of the last century, and was due to the management of one of the hydraulic companies shipping in Oriental labor. For some time previous to the arrival of these Japanese miners, the manager of the company had made open threats that he would bring them in; but apparently no one paid much attention at the time.

However when two horse drawn sleighs crossed Atlin Lake on the last ice of the season and unloaded thirty eight Japanese miners, the white miners got busy. To make matters worse the orientals were all armed with .44 rifles, and this naturally added fuel to the feeling of indignation. Word was rapidly passed from creek to creek, and within a few hours fully three hundred white miners headed for the town of Atlin. An "indignation" meeting was held, and it was firmly resolved that the foreign labor would be sent back from where they were shipped from. Delegates from the meeting now appealed to the Gold Commissioner's Office. Mr. J. D. Graham the Gold Commissioner was down in lower B. C. when this happened and Mr. Ned Thaine was acting as his deputy. Mr. Thaine refused to side one way or the other, but at the same time he realized that the camp was in a dangerous mood.

The white miners, getting no satisfaction from the local representative of the government now decided to take things into their own hands. They decided to march to the offending company property and evict the foreign labor, by force if necessary. As the company property was on McKee Creek thirteen miles down the lake,

this meant a good long hike over a good long hike over a winter trail, and many of the men had already covered several miles to reach the town itself.

When Mr. Thaine saw how determined the white men were, he decided to way-lay them and read the Riot Act. This he proceeded to do, and taking one young Special Constable with him as an escort he reached the narrow winter trail on the lake just before the arrival of the irate men, who were walking in single file. As the first man passed he started reading the Act. It is doubtful whether any of those passing heard more than a few words, and probably very few realized the importance of the words they did hear,



Winter and summer views taken from the doorway of Clarence M. Sands & Sons store, one of Atlin's oldest merchants.



Atlin's 1899 Dominion Day celebrations drew hundreds of miners from nearby creeks. Refreshments were dispensed by the gallon from the famous 'Pig and Whistle' hotel, shown above.

but one and all kept moving forward without the faintest sign of hesitation. Nor did they jeer or scoff; and none carried so much as a twig in his hands.

Four hours later they reached the company property, to find the Japanese barricaded in a large building, and still armed.

In the meantime two regular Prov-

incial Constables, Walter Owen (who was later to become Chief Warden at Okalla for many years) and W. H. Vickers (late Chief of City Police, Prince Rupert) had overtaken the white miners with dog team. Owens, on their arrival persuaded a small delegation of them to meet the manager of the mine, at which meeting the Japanese foreman was also present. The upshot was that the Mining Company agreed to ship the foreign labor out of the camp the next day. Both, because they were possibly too weary to travel any further that day, and also because they were determined not to be bluffed, the white miners sat around camp fires in the deep snow that night. The following morning the Japanese pulled out; still carrying their rifles.

Atlin in the early days possessed a very unique railway. It was a short line affair with wooden rails and operated on the three mile portage between Taku Lake and Atlin Lake.

The rolling stock consisted of one wood-burning engine, and two flat cars. Passengers and freight shared the flat cars alike, the passengers paying \$2.00 for their fare; probably the most expensive railway in the world to travel on.

Due to so much litigation and the newly brought in Alien Law, several hundred men found themselves stranded in the camp without means of support or the price of the fare to take them to other parts. The winter of 1900-1901 found several of these unfortunates sawing ice on the lake for one dollar per day and their board. The following summer during a high wind a fire sprang up at the North end of the business section. Eleven stores and five saloons were burned to the ground before the fire could be brought under control. Most of the saloons had saved their liquor by hauling it out on the main street; and now that the fire was under control they handed out free drinks to those who wished. A watchman was left on guard while this

ATLIN, B.C.



KOOTENAY HOTEL

Leading Hotel of Atlin
COMFORTABLE — REASONABLE RATES
MODERN — FULL PLUMBING
GOOD HUNTING & FISHING
LICENSED GUIDE AVAILABLE

ROYAL HOTEL

Comfortable Rooms - Reasonable Rates
General Merchants
&
Lumber Dealers
ATLIN, B.C.

HECK'S Saddle & Leather Shop

HAND-CARVED SADDLES
PURSES - BELTS & BOOTS - TOPS
GENERAL SHOE REPAIRS & LEATHER WORK
ATLIN, B.C.

BEAVER CAFE

LUNCHES - SANDWICHES
& SHORT ORDERS
TOBACCOS & CONFECTIONERY
HAND-CARVED LEATHER WORK



Clarence M. Sands & Son

CLOTHING - ENGLISH - CHINAWARE
NUGGET JEWELLERY, etc
ATLIN, B.C.
"The Switzerland of North America"

KIRKWOOD & SMYTH HARDWARE

SHELF & HEAVY HARDWARE
GUNS, AMMUNITION - FISHING TACKLE
AUTO ACCESSORIES — TINSMITHING
ATLIN, B.C.

ROSS R. PEEBLER

GENERAL MERCHANDISE
FORD AGENCY — SUPPLIES FOR PROSPECTORS
TRAPPERS, HUNTERS, FISHERMEN
ATLIN, B.C.

SPRUCE CREEK HOTEL

Comfortable - Reasonable Rates
— FULLY LICENSED —
8 MILES FROM ATLIN, B.C.
In The Heart of The Atlin Gold Fields

WHITEHORSE, Y.T.

WHEN IN WHITEHORSE PHONE 2391 or 2866

YELLOW CAB



prop. Ted B. Myles & Steve T. Carlyles
AIRLINES SERVICE -
SIGHTSEEING TOURS
We Have Six Cars To Serve You
Charter Trips Anywhere Anytime
YELLOW CABS Y.T. Ltd. WHITEHORSE, Y.T.



HOLLYWOOD CAFE

CHOP SUEY - FISH & CHIPS

Our Specialty

OPEN 24 HOURS DURING

SUMMER MONTHS

First Avenue Whitehorse, Y.T.

WHITEHORSE PHARMACY

COMPLETE DRUG SERVICE
TOBACCOS & MAGAZINES
KODAKS — FILMS & FINISHES
WHITEHORSE, Y.T.

Regina Hotel

Dining Room • Licensed Premises

Phone. 2831

Annex

P.O. Box 94

MAC'S Newstand

★ MAGAZINES ★ CANDY BARS
★ NOVELTIES ☆ CIGARETTES
☆ SMOKERS SUPPLIES
OPEN FROM 12 NOON TILL 12 MIDNIGHT

WHEN DRIVING OVER YOUR
HART HIGHWAY
VISIT THE GREAT YUKON
and
ALLISH'S FUR & GIFT SHOP

The Store That's Different
WHITEHORSE, YUKON



YUKON JEWELLERY & NOVELTY SHOP

R. G. LEE
KLONDIKE GOLD NUGGETS
and JEWELLERY



West Bay - Atlin Lake - fishing is excellent.

WHITEHORSE, Y. T.

CAPITOL THEATRE

S. McCLIMON

Where MGM, Warner Bros., 20th Century Fox, RKO,
Paramount, Empire, Universal and Columbia pictures
are displayed with their newest releases

WHITEHORSE, Y.T.

Cafe KLONDYKE

"Meals Like The Sourdoughs
only Dreamed of"

WHITEHORSE — YUKON



NELSON'S HARDWARE

Sporting

PHILLIPS Radios ELECTRICAL Supplies
EASY & MAYTAG Washing Machines
BUILDER'S Hardware GLIDDEN Paints
Plumbing & Heating Contractors



Goods

RICHARDS TRANSPORTATION & GARAGE

CHRYSLER - PLYMOUTH CARS & FARGO TRUCKS

Dealers For The YUKON Territory

COMPLETE GARAGE SERVICE

CHRYCO PARTS & ACCESSORIES



WHITEHORSE -- Gateway to the Yukon



TAYLOR & DRURY LIMITED



Yukon's Leading Merchants for over Fifty Years

CALL AND SEE US

The WHITEHORSE INN

FOR THE BEST IN ACCOMMODATION. SINGLE
OR DOUBLE ROOMS WITH OR WITHOUT BATH
OR SHOWER.

WHITEHORSE INN CAFE

Open 24 Hours a Day.

INN TAVERN

Open Daily Except Sunday.

OPERATED BY

WHITEHORSE HOTELS LTD.

pleasant pastime was indulged in. Perhaps the watchman weakened in his duties, because suddenly flames commenced to shoot up again. This resulted in the total loss of five more buildings. Few of the businessmen who had suffered loss in this disastrous fire, resumed business, and from this moment on the camp commenced to wane, and the general public lost interest in it.

Atlin mining camp has always been handicapped for lack of a trunk road. This has proved a real hardship for those actually engaged in mining, and has prohibited the use of heavy machinery. Perhaps now, with the building of the new road which connects up with the Alaska Highway a great many of these handicaps will be overcome.

New discoveries on other creeks have been made from time to time, and one of these - O'Donnel Creek - has become a real producer; and O'Donnel is between twenty and thirty miles from where Fritz Miller made his first discovery half a century ago.



Swans were legitimate game-birds at the turn of the century. Today they are nearing extinction (see page 4).



Atlin is perhaps the only town in B.C. north of Vancouver to boast a 'street-clock'. It has been running continuously since 1899 when it was erected.

BURNS & Co. Ltd.

Wholesale & Retail

FRESH-CURED & CANNED MEATS

Tel. 2311 WHITEHORSE, Y.T. Box 46



Proctor & Harper Ltd.

Bulldozing - Buildings Moved
EQUIPMENT RENTALS

HEAVY HAULING - SINGLE LOADS, UP
TO 35 TONS, on LOW-BED TRAILERS.

Tel. 2451 - Whitehorse, Y.T.

Yukon

Invite
of a

T
the m

For Further Particulars and Information
Address Your Inquiries to the Trustees:-

The Hon. George Black, P.C., K.C.

Clark A. Morrison

Box 587 Whitehorse, Y. T.

Proposed plant to be
built at Whitehorse.



GIFT SUBSCRIPTION ORDER FORM

Special Christmas Rates

	CANADA	U.S.A. & FOREIGN
ONE YEAR	\$2.50	\$3.00
TWO YEARS (or 2 subscriptions)	\$4.30	\$4.80
THREE YEARS (or 3 subscription)	\$6.45	\$7.20

THIS OFFER GOOD ONLY UNTIL
DECEMBER 31st.



Subscribe Now!

Keep abreast of the times with CARIBOO & NORTHWEST DIGEST - Learn what is going on in the Cariboo, Central B.C., the Peace River and the Yukon - Canada's virtually untapped Treasure Chest abounding in Game and Natural Resources

Rates: \$2.50 per year in Canada or the United Kingdom - U.S.A. and foreign \$3.00 per year

Fill in names and addresses on lines below for one or more subscriptions, and mail to Cariboo Digest Ltd., Quesnel, B.C.

PRINT NAME AND ADDRESS CLEARLY

NAME _____

ADDRESS _____

\$.....for.....years

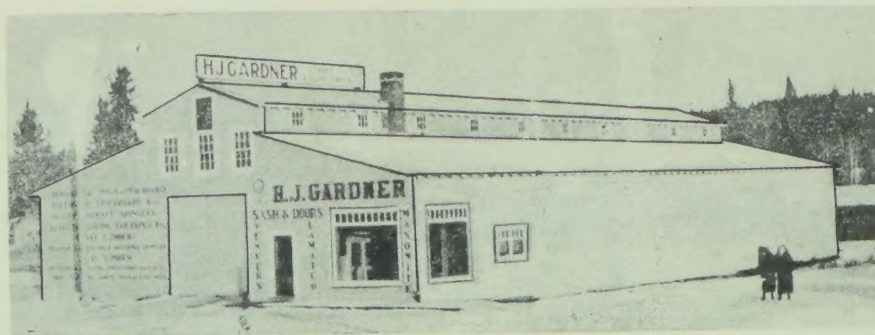
If the above are Gift Subscriptions, be sure to give your own name

PRINT NAME AND ADDRESS CLEARLY

NAME _____

ADDRESS _____

\$.....for.....years



H.J. GARDNER & SONS LTD.

Everything for  the Builder

**Donnacona insulation Board, Gyproc wallboard.
All papers & patent roofings, paints & builders hardware.**

Brick, Lime, Sash, Doors etc. Our own mills for dimension lumber
A Full Line of Plywoods

Quesnel
- Wells

DONNACONA
INSULATING PRODUCTS

Williams Lake
British Columbia

BEATH
MOTORS
LIMITED



FORD
Sales & Service



**Body and Fender Repairs, General Overhauling
Wrecker Service, Firestone Tires**



GASOLINE &

LUBRICANTS

TELEPHONE 27 QUESNEL, B.C., FOR PROMPT SERVICE